

A Draft Documentary History of  
Businesses Along the E.T. & V./E.T.V. & G./Southern Railway in Downtown Johnson City,

Part 5:  
Trackside Businesses Between Market Street and Roan Street, in Downtown Johnson City

By William C. Schneck, Jr. (As of 22 February 2026)



The Southern Railway Passenger Depot, 1913 – 1973.<sup>1</sup>

## 1. Introduction

This is a draft documentary history of the businesses along the E.T. & V./E.T.V. & G./Southern Railway mainline through downtown Johnson City between Market Street and Roan Street. The amount of information available on trackside businesses in downtown has caused the author to place the bulk of this material in a separate series of documents. This is the last of five documentary histories on this subject. When Part 7 of “A Draft Documentary History of Trackside Industries in Johnson City” is posted, it will include most, if not all, of the maps, tables, and images incorporated into this new series, but little or nothing of the text and advertisements. This documentary history includes the iconic Southern Railway Passenger Depot. The addresses commonly used in this documentary history are typically based on those listed on the Sanborn Fire Insurance Company map for this area in June 1927.

For the present document, I have attempted to collect relevant documents and place them in roughly chronological order for each geographic location. Maps and figures of the exterior of the buildings for each location are generally grouped together and presented first, while figures of the interior and advertisements are generally integrated with the text and are presented second. There is some language in the available documents that some may find objectionable. In the interest of fidelity to the historical documents, the author has chosen to retain the original language.

Regrettably, I have failed to find much information on some of these businesses. Perhaps more can be accomplished on this portion of the subject. I invite other members of the Historical Society to add any missing material to this document and discuss/correct any deficient interpretations of the information at hand (particularly the dating and interpretation of the photographs). For those who wish to research the documents and photographs further, I have provided links, when available, to expedite such attempts. I wish to thank Chris Ford for his assistance and encouragement to bring this document into a presentable state.

Table of Contents

Section			Subject	Page
1.			Introduction	1
	1.1.		Maps and Aerial Photographs of Downtown Johnson City, 1891 – 2006	8
2.			Northeast Corner of East Market Street and Railroad Street	25
	2.1.		The “Old” T.A. Faw Brick Building and Subsequent Developments, 1860 – 1914	25
		2.1.1.	Lide & Smith, Hardware & Grocery Store, 1885	39
		2.1.2.	C.K. Lide, Hardware & Groceries, 1885 to perhaps 1887	41
		2.1.3.	John W. Hunter & Brother, General Merchandise Store, here by 1887	44
		2.1.4.	Campbell, Martin & Crockett, Dry Goods and Groceries, 1888	46
		2.1.5.	Campbell & Martin, Dry Goods, 1888 – 1889	46
		2.1.6.	Campbell & Poudier, Dry Goods, here 1889 – 1890	52
		2.1.7.	Windsor Restaurant, 1890 – 1893	55
		2.1.8.	Dove & Company, Grocery Store, 1894	57
		2.1.9.	J.W. Ball, Grocery Store, 1894 – 1895	58
		2.1.10.	Jonesboro Bank and Trust Company, 1899	58
		2.1.11.	Will I. Hart & Company, here (208 East Market Street) by 1903 to perhaps 1913 or 1914 Chinese Hand Laundry (210 East Market Street), 1903 – 1904	59
		2.1.12.	H.C. Remine, Marble Yard, 1887 – 1890	60
	2.2.		Joseph P. Summers Building and the Yellow Cab Terminal Buildings, 1914 – 1973	62
		2.2.1.	Joseph P. Summers Building, by 1914 – 1973	81
		2.2.1.1.	Idol Inn Cafe, 1914 to at least 1916	82
		2.2.1.2.	Plaza Cafe, here? by 1921 to at least 1925	84
		2.2.1.3.	Southern Café, dates not found	84
		2.2.1.4.	Byrd’s Restaurant, 1956 – 1972	85
		2.2.1.5.	Unaka National Bank, here 1918	96
		2.2.1.6.	Excelsior Tailor Shop, by 1919 to at least 1920 (but no later than 1927)	97
		2.2.1.7.	Unaka Barber Shop, here? by 1920? to at least 1928	98
		2.2.1.8.	Zimmerman’s News Stand, by 1928 to at least 1946	98
		2.2.1.9.	Second Floor of the Joseph P. Summers Building, 1918, 1946	99
		2.2.2.	Yellow Cab Company Terminal, by 1927 – 1973?	100
		2.2.2.1.	Two-Story Yellow Cab Company Building, Built between 1920 and 1927, removed by 1941	100
		2.2.2.2.	Single-Story Yellow Cab Company Building, Built by 1941 and removed by 1946	103
		2.2.2.3.	Two-Story Yellow Cab Company Terminal Building, 1946 – 1973	106
		2.2.2.4.	Zimmerman’s News Stand, here, perhaps as early as 1946 to at least 1967	117

Section			Subject	Page
3.			Southern Railway Passenger Depot, 1910 – 1973	118
4.			Southwest Corner of South Roan Street and Railroad St.	171
5.			Northwest Corner of West Market Street and Railroad Street, as well as the “Warehouse Block,” 1871 – 1920	181
	5.1.		“Smith H. Hale/Archer Building,” here by 1871, removed between 1913 and 1920	192
		5.1.2.	Smith H. Hale, Dwelling, here? by 1871 to at least 1894 Leased (?) for use as “Archer’s House” around 1891?	200
		5.1.3.	F.R. McCourry, “Fine Wines and Liquors,” by 1899	201
		5.1.4.	John M. Barlow, “Fine Wines and Liquors,” 1899 to perhaps 1903	201
		5.1.5.	Smith H. Hale Building, 1906	203
		5.1.6.	Hotel Blevins, 1907	204
	5.2.		The “Warehouse Block,” 1890 – 1920	206
		5.2.1.	“Warehouse Block,” Section 1, 1891 – 1913	207
		5.2.1.1.	J.F. Sharp, Painter and Paper Hanger, here? 1888 – 1889	212
		5.2.1.2.	Henry Brogan, Restaurant, by 1903? to at least 1908 (perhaps until 1913 or as late as 1920)	213
		5.2.2.	“Warehouse Block,” Section 2, by 1887 – 1920	215
		5.2.2.1.	Peoples Hotel Building, by 1887 to between 1908 and 1912	220
		5.2.2.2.	W.W. Remine and J.W. Franklin, Business Block, 1912 to no later than 1920	223
		5.2.2.3.	Dwelling in Building “E,” here by 1887? to no later than 1908 Brewer McKeehan Dwelling, here? 1887	225
		5.2.3.	“Warehouse Block,” Section 3, 1890 – 1920	226
		5.2.3.1.	Storeroom “D,” Fishback & Weiger, Bakery and Hall, here 1890 – 1891	240
		5.2.3.2.	Storeroom “D,” Comet Office Building, by 1902 T.E. Hurst, Wholesale Produce, 1902 – 1904	243
		5.2.3.3.	Storeroom “D,” Hurst, Shoun & Company, Wholesale Produce, 1904 to perhaps 1905 Shoun & Company, Wholesale Groceries, here by 1906	243
		5.2.3.4.	Storeroom “C,” Mat Martin’s Store-Room	244
		5.2.3.5.	Storeroom “C,” H.B. Crumley, Plumbing Supply, by 1892 to at least 1894	245
		5.2.3.6.	Storeroom “C,” George W. Campbell, Sanitary Plumber and Steam Fitter, 1902	246
		5.2.3.7.	H.W. Pardue, Wholesale Commission House, here 1902? – 1903	246
		5.2.3.8.	Summers, Barton & Parrott, Hardware Warehouse, 1903 to no later than 1905	246
		5.2.3.9.	Construction of Storerooms “A” and “B,” 1890	247
		5.2.3.10.	Storeroom “B,” Hamilton Store-Room, by 1891	247
		5.2.3.11.	Storeroom “B,” “G.W. Campbell & Co., Plumbers, Gas, and Steam Fitters,” 1892	248

Section			Subject	Page
		5.2.3.12.	Storeroom “B,” J.W. Cass, Storehouse, by 1901 H.W. Pardue, Wholesale Commission, 1901 – 1903	249
		5.2.3.13.	Storeroom “B,” Harmon, Worley & Company, Wholesale Groceries, here 1903 Naff & Worley, Wholesale Groceries, 1903 – 1905	251
		5.2.3.14.	Storerooms “B” and “C,” A.P. Henderson & Company, Wholesale Groceries, here 1905 W.T. Givens, Wholesale Produce and Feed Store, 1905 – 1906	251
		5.2.3.15.	Storerooms “B,” “C” and “D,” Warehouse of H.W. Pardue and T.E. Hurst, 1908 to at least 1909	252
		5.2.3.16.	139 Commerce Street, Armour & Company Warehouse, here by 1920	253
		5.2.3.17.	141 Commerce Street, Barton – Nuchols Hardware Company, 1904 – 1906 Barton – Mountcastle Hardware Company, 1906 – 1910	253
		5.2.3.18.	141 Commerce Street, Mountcastle-Phlegar Hardware Company Warehouse, here? 1910 – 1914 Mountcastle-Summers Hardware Company Warehouse, here? 1914 until at least 1917	255
		5.2.3.19.	Building “E,” 143 Commerce Street, Shoun & Company, Wholesale Groceries, here perhaps by 1906 to at least 1910 An Unidentified Warehouse and “Soft Drinks” Enterprise(s), by 1913 to no later than 1920	255
6.			The Farmers Exchange Building, the Taylor Brothers Building, the “Warehouse Block,” as well as the “Hickey-McCorkle & Company Building” and its Successors, 1920 – Present	258
	6.1.		The Farmers Exchange Building and the Taylor Brothers Building, 1914 – Present	266
		6.1.1.	Overview of the West Market Street Historic District	291
		6.1.2.	Farmers Exchange Building, 1914 – Present	292
		6.1.2.1.	Farmers Exchange, 1914 to no later than 1925	292
		6.1.2.2.	London – Kirkpatrick Hardware Company, here 1925 to no later than 1929	295
		6.1.2.3.	London Hardware Company, by 1930 to at least 1977	303
		6.1.3.	The Taylor Brothers Building, 1921 – Present	310
		6.1.3.1.	100 West Market Street, The Smith-Higgins Company, wholesale drug distributor, here 1921 – 1924 Western Auto Store, by 1941 to at least 1968 “Mel’s (?) Stamps & Coins... Driving School,” late 1970s “Albert’s Music,” by 2012 Strings,” by 2018 to at least 2023	310
		6.1.3.2.	102 West Market Street, Mullins’ Hardware, early 1950s “Calfee and Swann Inc.,” Photography Store, by 1968 “Albert’s Loan – Licensed Pawnbrokers,” by 2012 to at least 2023	311

Section			Subject	Page
	6.2.		The “Warehouse Block,” 1920 – Present	313
		6.2.1.	The East (Railroad Street) Side of the “Warehouse Block,” Maps and Photographs, 1920 – Present	322
		6.2.2.	The West (Commerce Street) Side of the “Warehouse Block,” Maps and Photographs, 1920 – Present	347
		6.2.3.	“Warehouse Block,” Text, 1920 – present	361
			6.2.3.1. Overview	361
			6.2.3.2. 150 Railroad Street	362
			6.2.3.3. 148 and 146 Railroad Street/ 149 and 147 Commerce Street, “Armour Packing Co.” planned in February 1920 Unidentified Wholesale Grocery enterprise, June 1927 Tri-State Fruit Company, by June 1927? to at least 1931 Moneyhun Wholesale Company, by 1941 Dossier Transfer, 1976 – 2003 Nancy Fischman, Art Gallery and Bakery, by 2022 to at least 2024	362
			6.2.3.4. 144 Railroad Street/145 Commerce Street, Lowry Fruit Company, here? by 1919 to at least 1931 B&B Produce Company, here by 1940s? to at least 2003 (a sign remained until 2018) “Rum Bar @go-burrito,” by 2021 to at least 2024 Second Floor Apartments	364
			6.2.3.5. 142 Railroad Street/143 Commerce Street Unidentified Wholesale Produce Enterprise, June 1927 B&B Produce Company, 1940 to at least 2003 (a sign remained until at least 2018) “Rouge” Beauty Salon, by 2021 to at least 2024 Second Floor Apartments	366
			6.2.3.6. 140 Railroad Street/141 Commerce Street Parsons?, 1921 Swift & Company, no dates found Unidentified Miscellaneous Storage enterprise, June 1927 Lowry Fruit Company, here after June 1927? or later to at least 1931? Security Feed & Seed Company, no dates found B&B Produce Company, here 1940s? to at least 2003 (a sign remained until at least 2018) Second Floor Apartments	367
			6.2.3.7. 138 Railroad Street/139 Commerce Street Armour & Company, here by 1920 Security Feed & Seed Company, here? about 1950 to about 1953 Scott’s Heating and Air-Conditioning, by 2003 – 2012 (at least a sign for “Scott’s” remained)	368

Section			Subject	Page
		6.2.3.8.	136 and 134 Railroad Street/ 137 and 135 Commerce Street, Unidentified Hardware Warehouse, 1920 Security Feed & Seed Company, around 1950 to about 1953 “London’s Garden Center,” 1962 to at least 1977 (a sign for “London’s Garden Center” remained until at 2024) Outer Limits Tumbling, 2003	369
		6.2.3.9.	132 Railroad Street/133 Commerce Street, Unidentified Beer Storage Facility, by 1927 Armour & Company, no dates found United States Works Progress Administration, 1935? – 1943? Clyce Distributing Company, here? 1952 Southern Apartments, no dates found	371
		6.2.3.10.	130 Railroad Street/131 Commerce Street, Unidentified Beer Storage facility, by 1927 Boggs Distributing Company, here? late 1970s to the early 1980s Appalachian Beverage Company, no dates found Swift & Company, no dates found	373
	6.3.		101 North Roan Street, by 1914 – Present	374
		6.3.1.	The Hickey – McCorkle & Company Building, by 1914 to at least 1920	377
		6.3.2.	Inter-Mountain Telephone Company Exchange Building, by 1922 to no later than 1966	380
		6.3.3.	“Century Link Building,” by 1966 (perhaps as early as the late 1950s) – Present	392
Appendices				
A			Map Legends and Abbreviations	398
B			A List of Interior Photographs of the London Hardware Company Store, circa 1951 – 1969	416
	B.1.		London Hardware Company Store, “circa 1951”	416
	B.2.		London Hardware Company Store, “circa 1955”	417
	B.3.		“London’s Garden Center Photographs... circa 1962 – 1969” 136 and 134 Railroad Street (137 and 135 Commerce Street)	417
C			Extract from: “Johnson City Warehouse and Commerce Historic District,” National Register of Historic Places	419
D			“Who’s Building That? Old warehouse fronting King Commons park converting to apartments, commercial space,” by Jeff Keeling, 6 October 2022	420
Endnotes				421

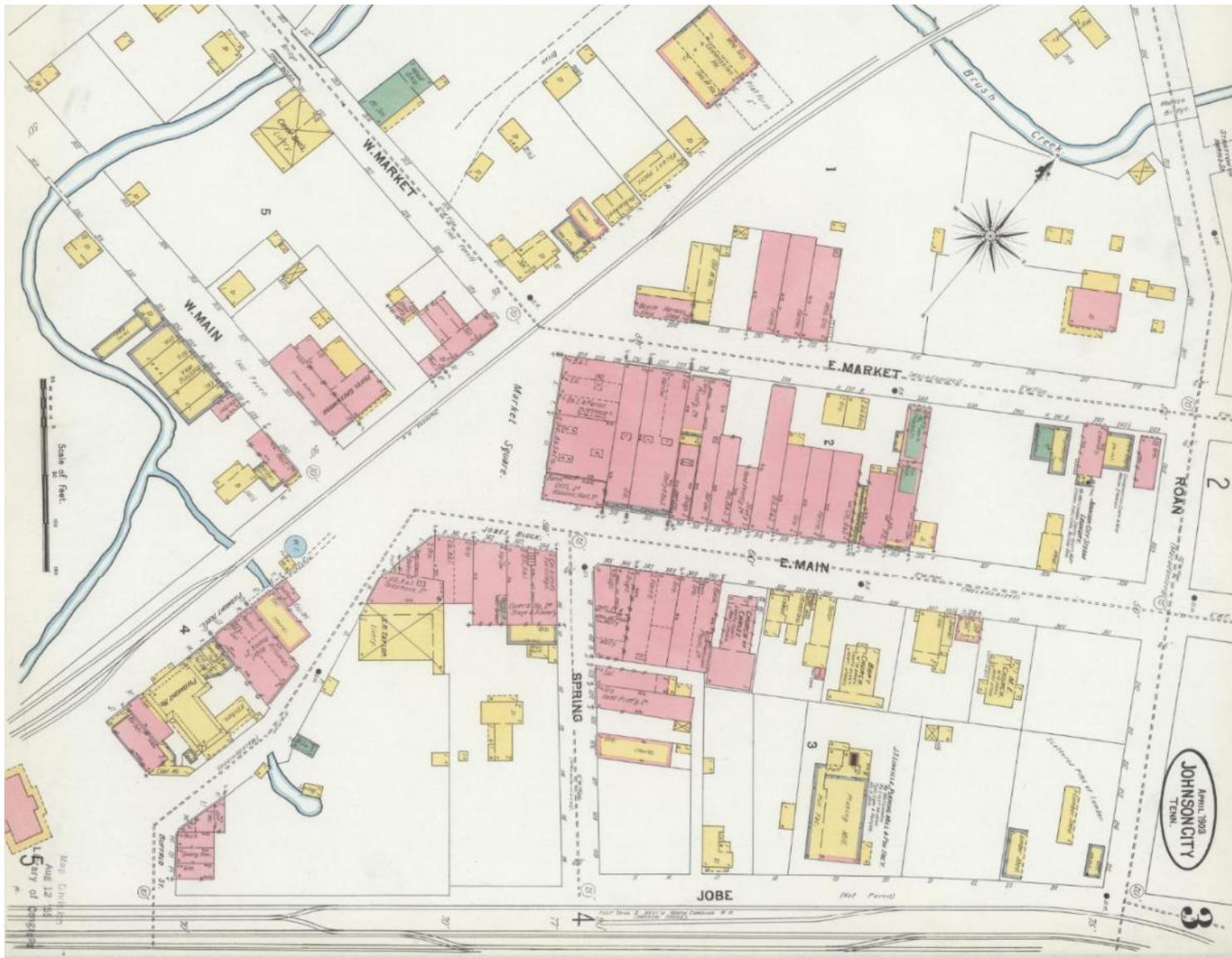
## 1.1. Maps and Aerial Photographs of Downtown Johnson City, 1891 – 2006



Map 1. Downtown Johnson City, January 1891. Note the buildings west (above) the E.T.V. & G. Railroad mainline, including from left to right north of Market Street: the “Smith H. Hale/Archer Building” (“Archer Ho.” on the northwest corner of West Market Street and the E.T.V. & G. Railroad) and the other buildings to the north (right) of it, which constitute the “warehouse block.” Across the E.T.V. & G. Railroad mainline from the “Archer Ho.” note the Windsor Restaurant (“Res’t,” 1890 – 1893) in the “old Faw” brick building on East Market Street.<sup>2</sup>



Map 2. Downtown Johnson City, May 1897. Note the buildings west (above) the E.T.V. & G. Railroad mainline, including from left to right north of Market Street: the “Smith H. Hale/Archer Building” (on the northwest corner of West Market Street and the railroad) and the other buildings to the north (right) of it, which constitute the “warehouse block.” Across the E.T.V. & G. Railroad mainline from the “Smith H. Hale/Archer Building” note the “W. Ho.” in the “old Faw” brick building on East Market Street.<sup>3</sup>



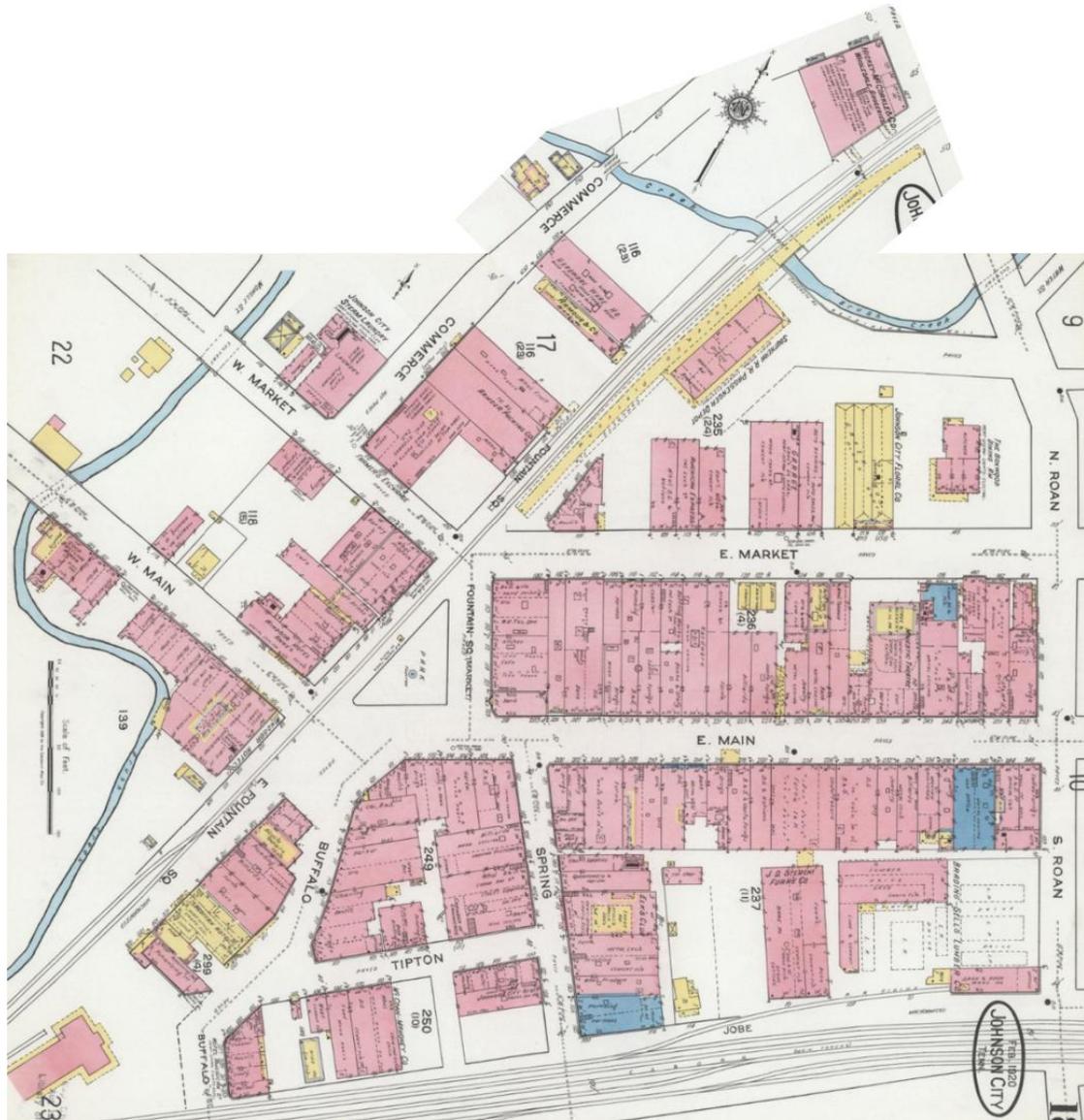
Map 3. Downtown Johnson City, April 1903. Note the buildings west (above) the Southern Railway mainline, including from left to right north of Market Street: the “Smith H. Hale/Archer Building” (on the northwest corner of West Market Street and the railroad) and the other buildings to the north (right) of it, which constitute the “warehouse block.” Across the Southern Railway mainline from the “Smith H. Hale/Archer Building” note the unidentified “Bicycle Shop” and the Will I. Hart & Company “Harness Shop” (by 1903 to perhaps 1913 or 1914) in the “old Faw” brick building on East Market Street.<sup>4</sup>



Map 4. Downtown Johnson City, December 1908. Note the buildings west (above) the Southern Railway mainline, including from left to right north of Market Street: the “Smith H. Hale/Archer Building” (“Boarding,” on the northwest corner of West Market Street and the railroad) and the other buildings to the north (right) of it, which constitute the “warehouse block.” Note that there have been considerable changes to the buildings within the “warehouse block,” as well as new buildings to the north (right) since 1903. Across the Southern Railway mainline from the “Smith H. Hale/Archer Building” note the Will I. Hart & Company “Harness Shop” (by 1903 to perhaps 1913 or 1914) in the “old Faw” brick building on East Market Street.<sup>5</sup>



Map 5. Downtown Johnson City, July 1913. Note the buildings west (above) the Southern Railway mainline, including from left to right north of Market Street: the “Smith H. Hale/Archer Building” (“Boarding,” on the northwest corner of West Market Street and the railroad) and the other buildings to the north (right) of it, which constitute the “warehouse block.” Across the Southern Railway mainline from the “Smith H. Hale/Archer Building” note the new Southern Railway Passenger Depot (built in 1913) and what appears to be the Will I. Hart & Company “Harness Shop” (by 1903 to perhaps 1913 or 1914) in the “old Faw” brick building on East Market Street.<sup>6</sup>



Map 6. Downtown Johnson City, February 1920. Note that the “Smith H. Hale/Archer Building” has been removed from the northwest corner of West Market Street and the Southern Railway. Also note that the buildings, which constitute the “warehouse block” have undergone been considerable changes; in addition, Hickey-McCorkle & Company have built a new brick facility on the northwest corner of North Roan Street and the Southern Railway. Across the Southern Railway mainline from where the “Smith H. Hale/Archer Building” once stood, the “old Faw” brick building has been removed and replaced by the Joseph P. Summers Building. Finally, note the presence of the Southern Railway Passenger Depot (built in 1913).<sup>7</sup>



Map 7. Downtown Johnson City, June 1927. Note that the Taylor Brothers Building has been constructed on the northwest corner of the West Market Street and the Southern Railway and that the “warehouse block” has once again undergone significant changes. Also note that the Yellow Cab Terminal Building (“Taxi Stand,” 107 East Markets Street) has been constructed to the right (east) of the Joseph P. Summers Building. Finally, note that it appears that the Hickey-McCorkle & Company building has been removed and replaced by the Inter-Mountain Telephone Company Exchange Building.<sup>8</sup>



Figure 1. "An aerial view of Johnson City, Tennessee," 19 April 1941, looking north along the Southern Railway mainline through downtown.<sup>9</sup>



Figure 2. "An aerial view of Johnson City, Tennessee," 19 April 1941, looking west. Note the Southern Railway mainline cutting across the upper portion of this photograph. Also note the Clinchfield and E.T. & W.N.C. dual-gauge yard in the lower left, as well as the John Sevier Hotel on the right.<sup>10</sup>



Figure 3. "An aerial view of Johnson City, Tennessee," 1 March 1947, looking north with the Summers Hardware Building in the left foreground and the John Sevier Hotel visible near the center of the image.<sup>11</sup>



Figure 4. “1958 Aerial Photo – Downtown,” looking east, with the John Sevier Hotel is visible toward the top left of this image.<sup>12</sup>



Figure 5. "Downtown Johnson City (Aerial View)," looking east, with the Clinchfield depot and its curved platform on the right. The John Sevier Hotel is visible toward the top left of this image. This photograph was undated but appears to have been taken after that in Figure 4 (which dates to 1958).<sup>13</sup>

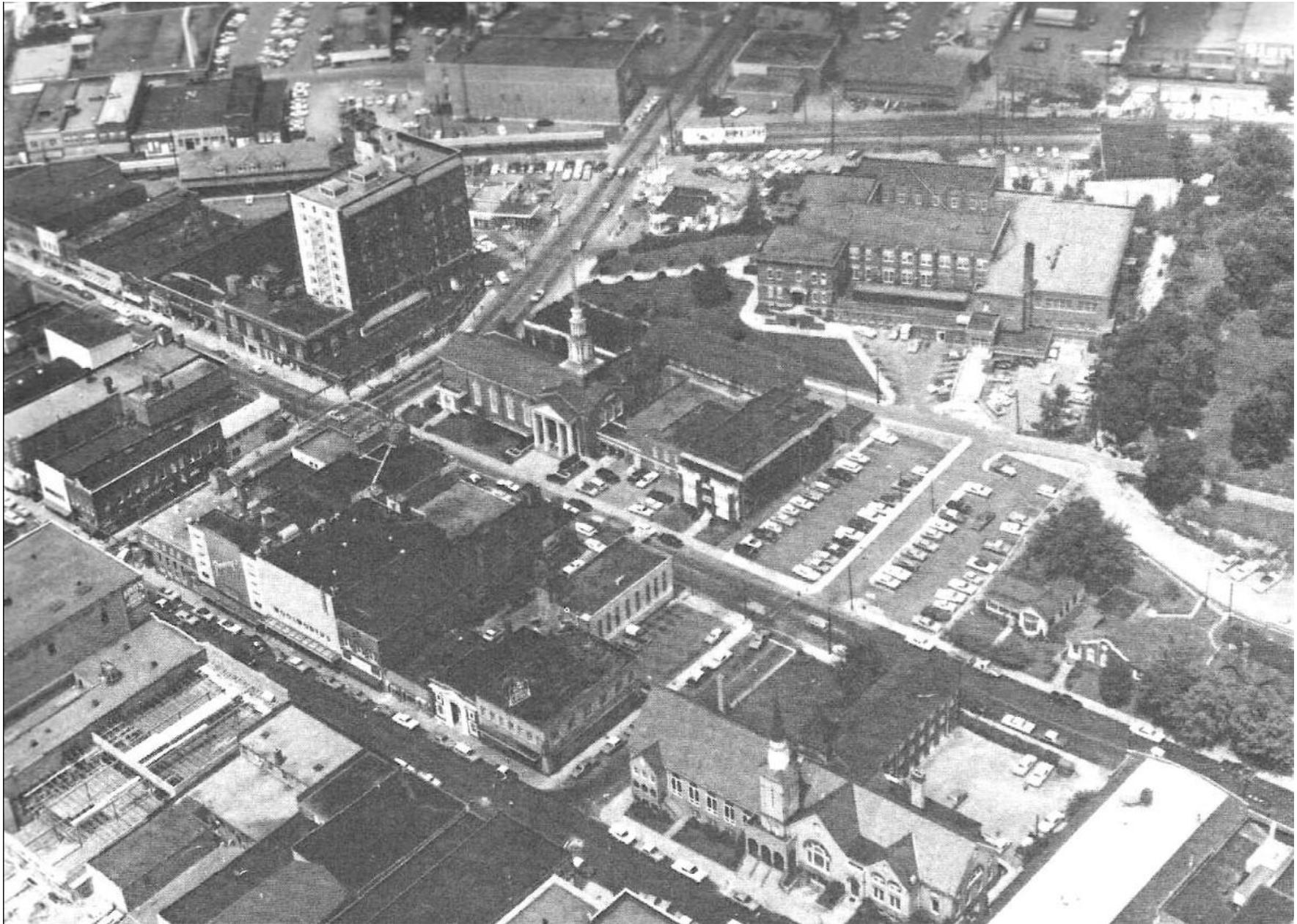


Figure 6. “Downtown Aerial 1950s – John Sevier Hotel in left middle of photo.” Note the Southern Railway Passenger Depot to its left.<sup>14</sup> Given the presence of the “Century Link Building” at 101 North Roan street, this image appears to have been taken after that in Figure 4 (above) taken in 1958.



Figure 7. "Aerial View, 'Downtown Johnson City 1960s,'" looking west along East Main Street, with the Hamilton Bank building and the John Sevier Hotel visible near the top the of the image.<sup>15</sup>



Figure 8. A color aerial view of downtown Johnson City, taken by 1966. This view looks east, with the Summers Hardware Building on the right. The John Sevier Hotel and the Science Hill High School are visible toward the top left of this image. <sup>16</sup>



Figure 9. "Downtown Johnson City – 2006," looking north with the Summers Hardware Building on the left and the John Sevier Hotel visible near the left center of the image.<sup>17</sup>

## 2. Northeast Corner of East Market Street and Railroad Street

### 2.1. The “Old” T.A. Faw Brick Building and Subsequent Developments, 1860 – 1914

Lide & Smith, Hardware & Grocery Store, 1885

C.K. Lide, Hardware & Groceries, 1885 to perhaps 1887

John W. Hunter & Brother, General Merchandise Store, here by 1887

Campbell, Martin & Crockett, Dry Goods and Groceries, 1888

Campbell & Martin, Dry Goods, 1888 – 1889

Campbell & Pouder, Dry Goods, here 1889 – 1890

Windsor Restaurant, 1890 – 1893

Dove & Company, Grocery Store, 1894

J.W. Ball, Grocery Store, 1894 – 1895

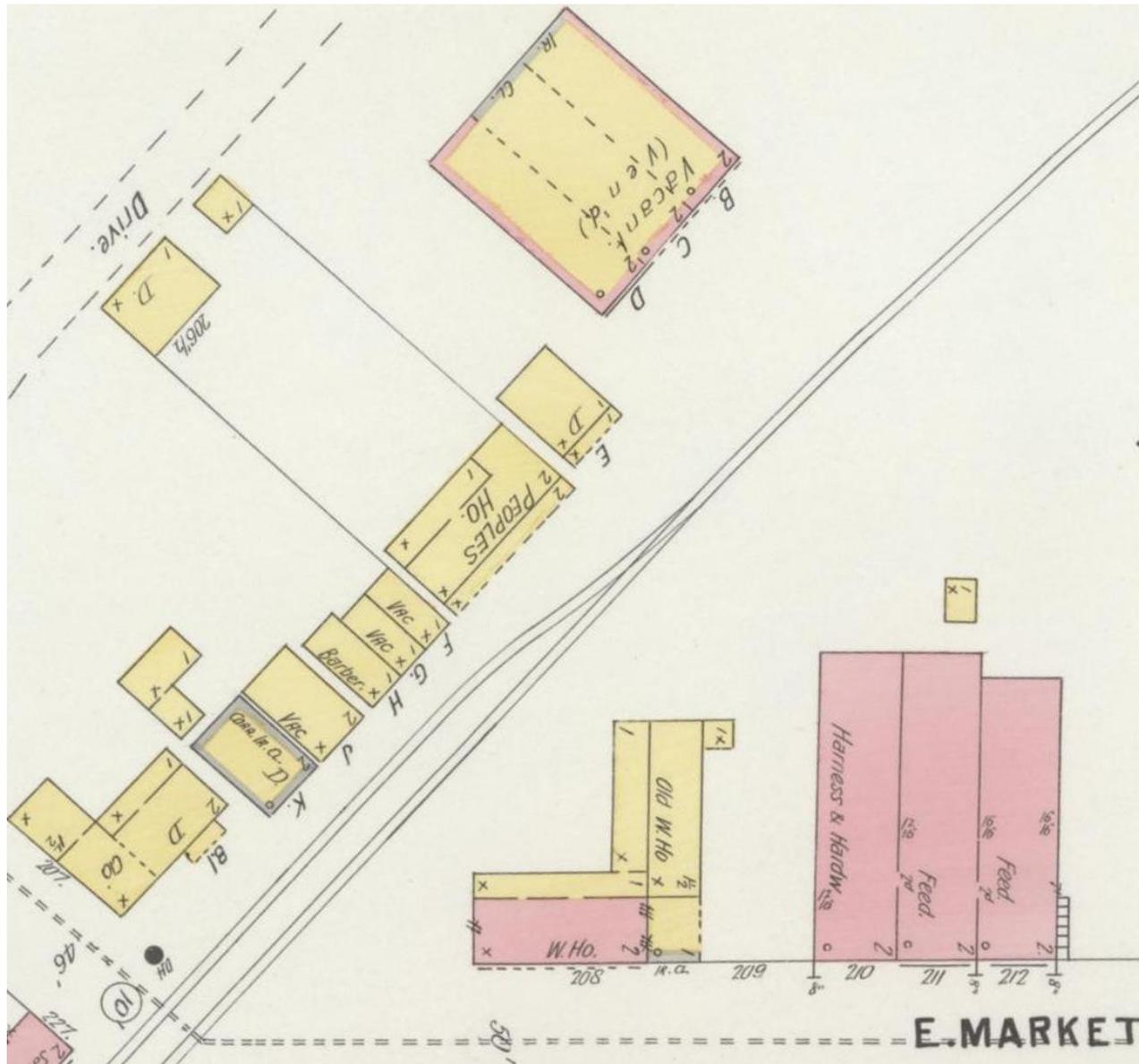
Jonesboro Bank and Trust Company, 1899

Will I. Hart & Company, here (208 East Market Street) by 1903 to perhaps 1913 or 1914  
Chinese Hand Laundry (210 East Market Street), 1903 – 1904

H.C. Remine, Marble Yard, 1887 – 1890



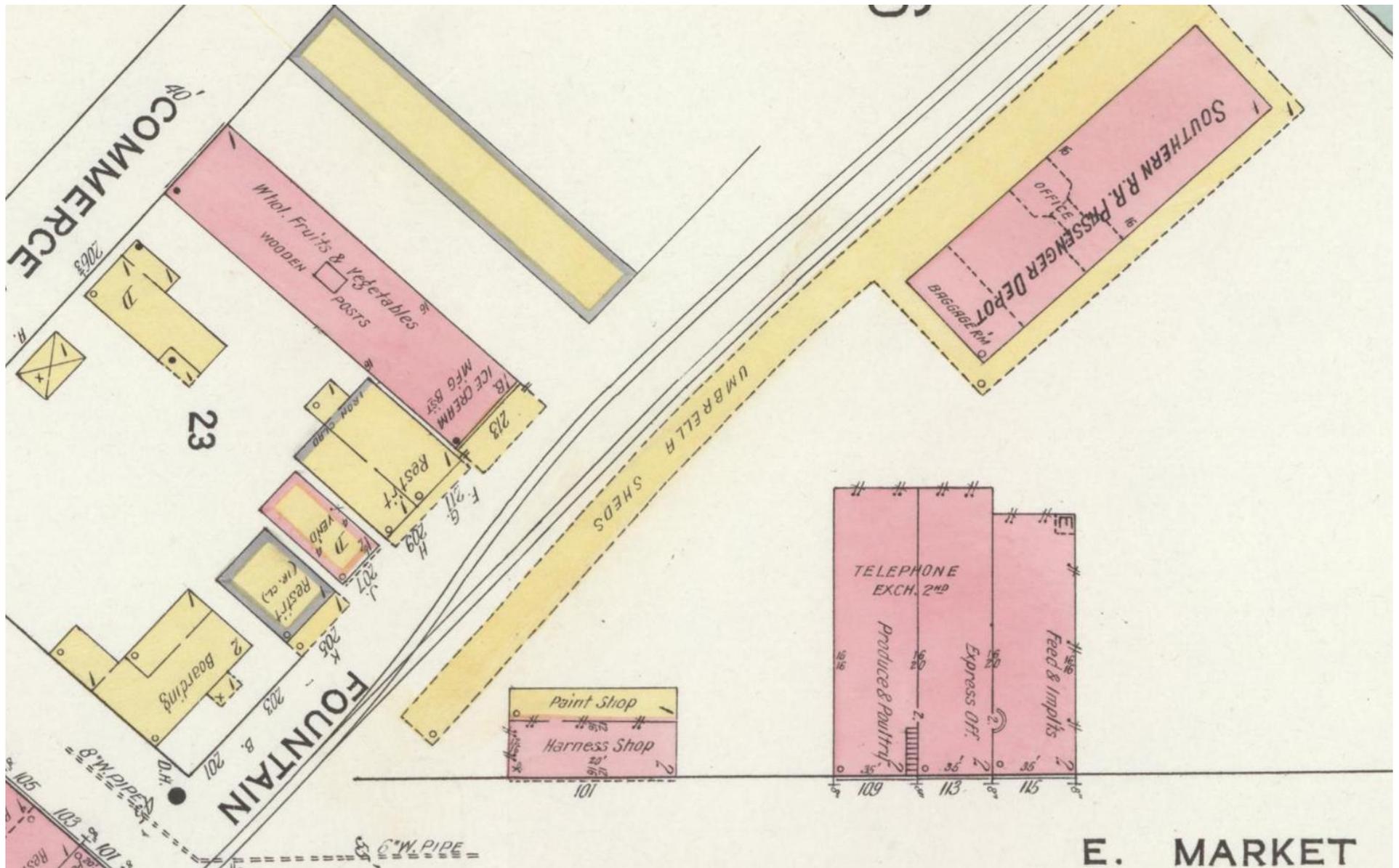
Map 1A. January 1891. Note the T.A. Faw brick building (occupied by the Windsor Restaurant (“Res’t”) 1890 – 1893) at 208 East Market Street, with an attached wood-framed “Old W. Ho.” Also note the “Smith H. Hale/Archer building” (“Archer Ho.”) across the E.T.V. & G. Railroad mainline from the Faw Building. Finally note the “warehouse block” to the north (right) along the mainline. The structure at 210, 211 and 212 East Market Street was apparently (and confusingly) called the “Faw Block.”



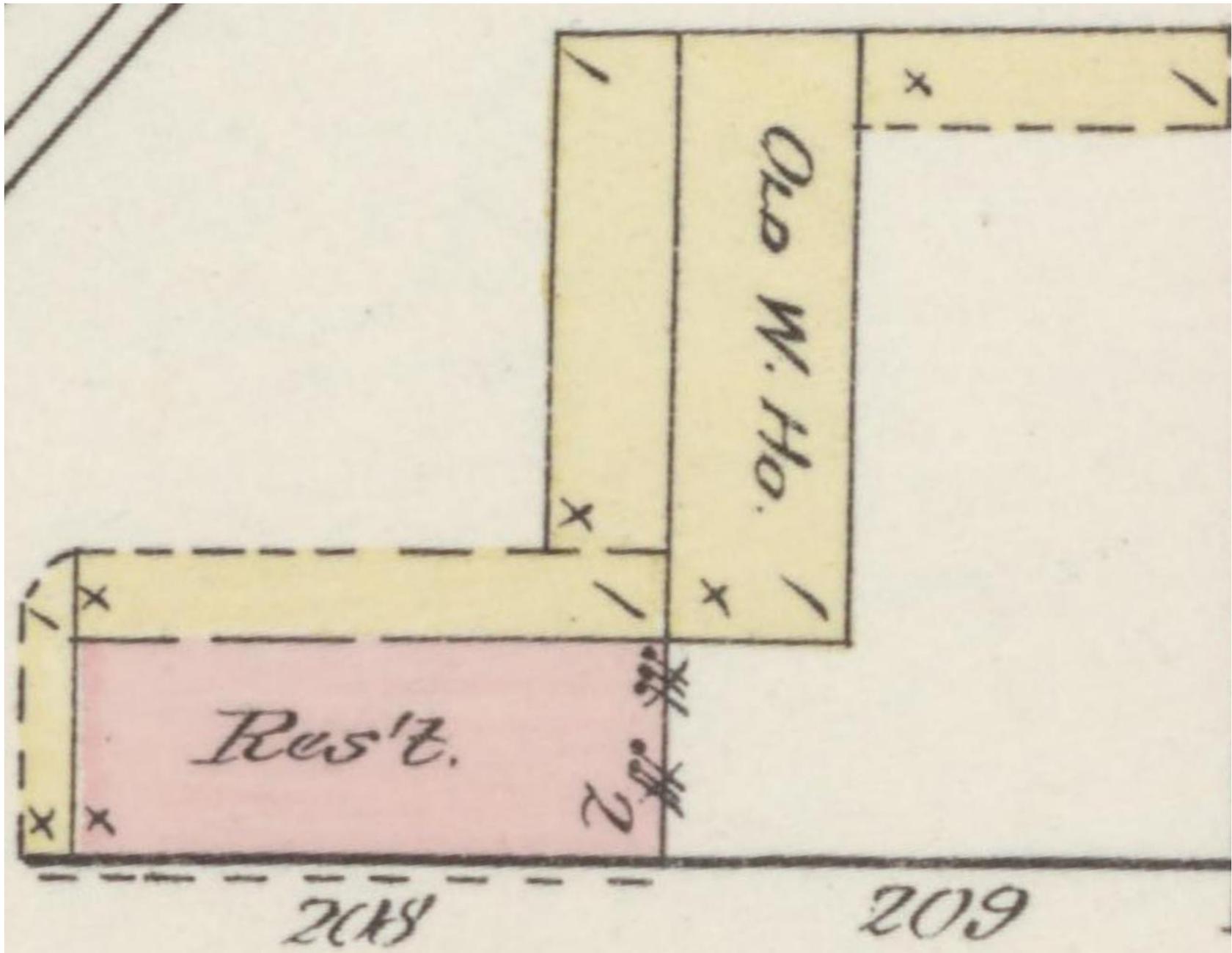
Map 2A. May 1897. Note the T.A. Faw brick building (occupied by an unidentified “W. Ho.”) at 208 East Market Street, with an attached wood-framed “Old W. Ho.” Also note the “Smith H. Hale/Archer Building” (now occupied by a dwelling as well as clothing enterprise (“Clo.”) across the E.T.V. & G. mainline from the Faw Building. Finally note the “warehouse block” to the north (right) along the mainline. The structure at 210, 211 and 212 East Market Street was apparently (and confusingly) called the “Faw Block.”



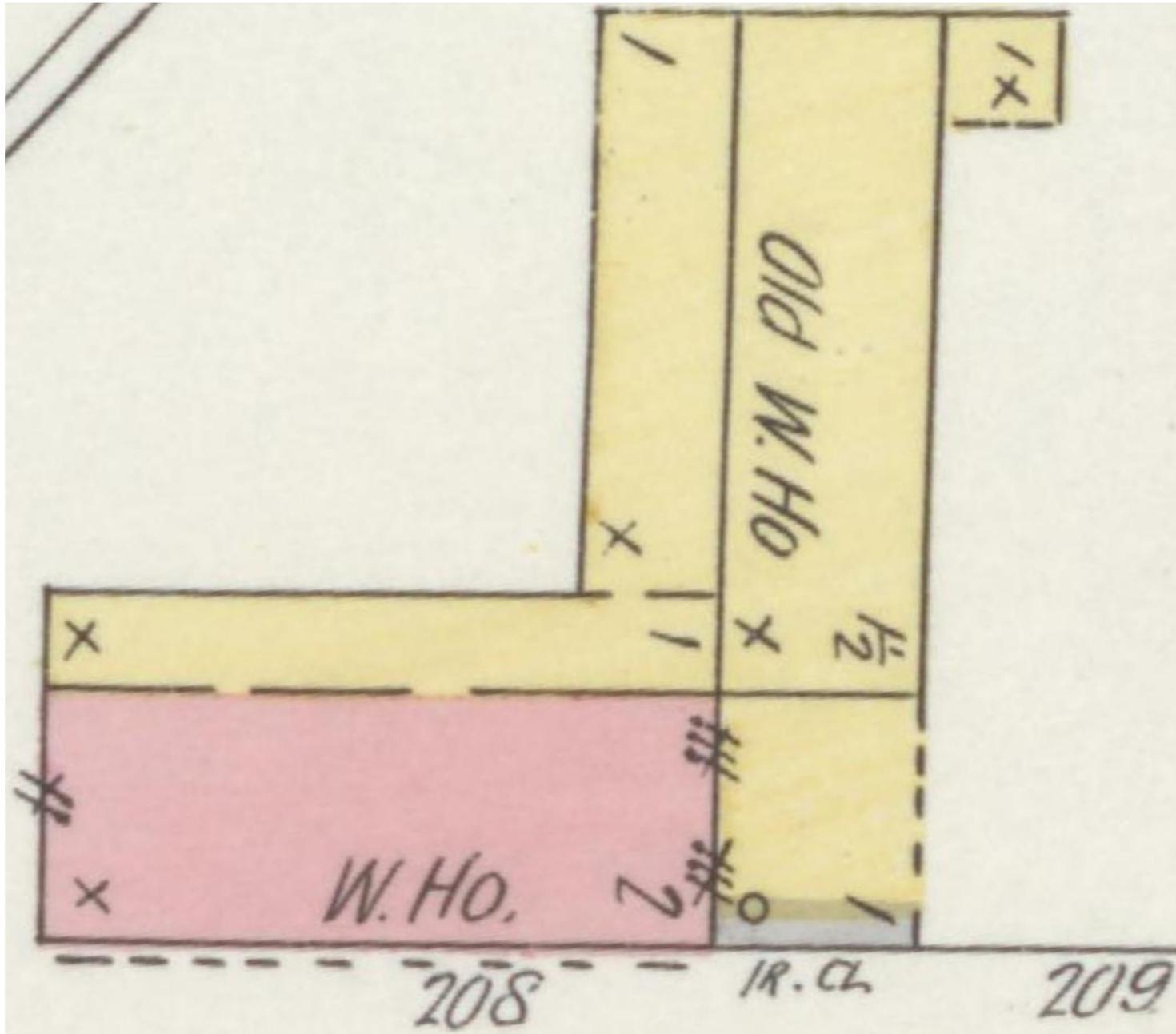




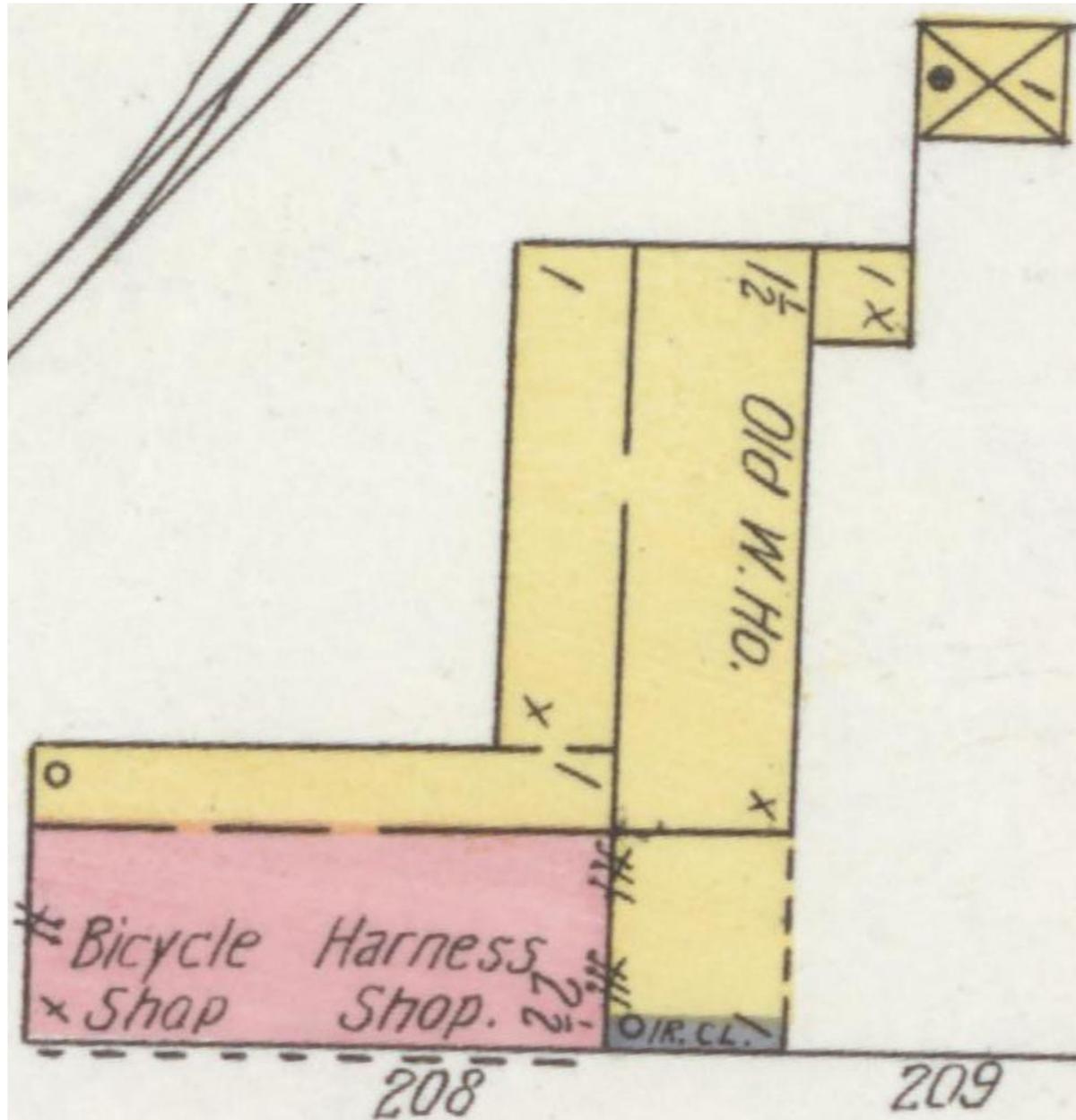
Map 5A. July 1913. Note the T.A. Faw brick building (occupied by the Will I. Hart & Company “Harness Shop” (by 1903 to perhaps 1913 or 1914) a “Paint Shop”) at 101 East Market Street. Also note the “Smith H. Hale/Archer Building” (now occupied by a “Boarding” house) across the Southern Railway mainline from the Faw Building. Finally, note the “warehouse block” to the north (right) along the mainline, especially the two large warehouses. The structure at 109, 113 and 115 East Market Street was apparently called the “Faw Block.”



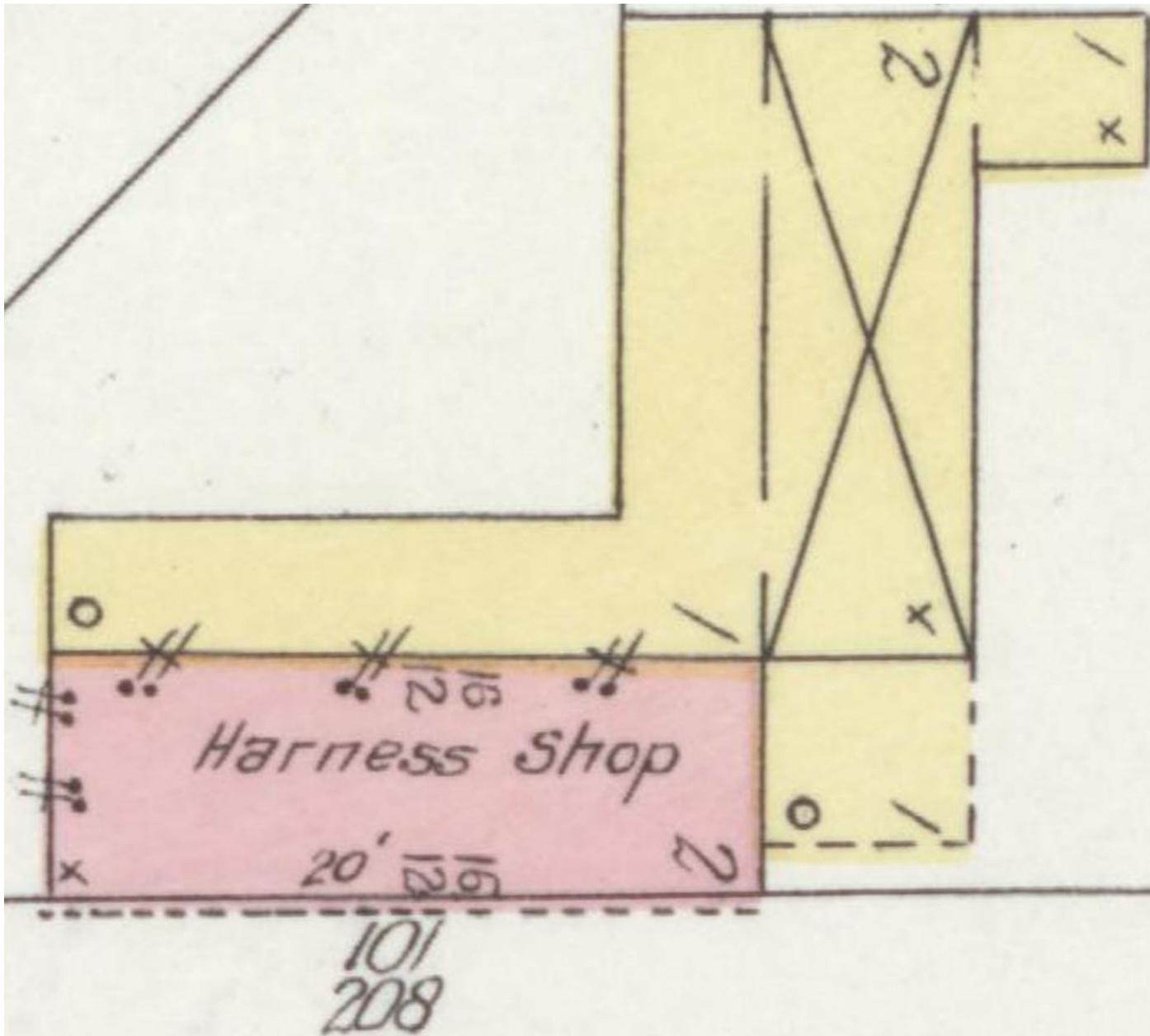
Map 1B. January 1891. The Windsor Restaurant ("Res't," 1890 – 1893) in the "old Faw" brick building at 208 East Market Street.



Map 2B. May 1897. The “old Faw” brick building at 208 East Market Street was occupied by an unidentified warehouse at this time.



Map 3B. April 1903. The “old Faw” brick building at 208 East Market Street was occupied by an unidentified “Bicycle Shop” (which was apparently replaced by the “Chinese Laundry” by October 1903), and the Will I. Hart & Company “Harness Shop” (by 1903 to perhaps 1913 or 1914).



Map 4B. December 1908. The Will I. Hart & Company "Harness Shop" (by 1903 to perhaps 1913 or 1914) in the "old Faw" brick building at 101/208 East Market Street.



Map 5B. July 1913. The Will I. Hart & Company “Harness Shop” (by 1903 to perhaps 1913 or 1914) as well as an unidentified “Paint Shop” occupy the “old Faw” brick building at 101 East Market Street. Given the access between them, perhaps the paint shop belonged to the Hart & Company.<sup>18</sup>



Figure 10. Historian Johnny Graybeal captioned this photograph: “Thomas Ambrose Faw, built the frame building right behind the boys on the fence. In 1857, it was the second store in the area. The brick building in the foreground was begun in 1860, but not completed until after the Civil War [which ended in April 1865]. The large brick house behind the frame store was the home Faw built in 1872 – 73. The photo dates from 1879. T.A. Faw is the man on the sidewalk in the stovepipe hat. The notes on the back of the original photo were written by the younger of the two boys standing on the fence, in 1954. Courtesy Burr Harrison Collection, Archives of Appalachia, ETSU.”<sup>19</sup>



Figure 10A. A detail. Note the E.T.V. & G. mainline in the foreground.

## 2.1. The “Old” T.A. Faw Brick Building and Subsequent Developments, 1860 – 1914 (Northeast Corner of East Market Street and the Railroad)

“The largest and most enterprising town in Washington County is Johnson City. The site upon which it is built was originally entered by Abraham Jobe, and upon the completion to this point of the East Tennessee & Virginia Railroad [reportedly 3 July 1857], the greater part of the land was owned and farmed by Tipton Jobe, the nephew of Abraham. Franklin and Montgomery Hoss owned land on the northeast and north sides of the town. The first building erected at this place was a dwelling and store built by Henry Johnson from which circumstance the place was called Johnson’s Depot... The second house was built in 1857, by T.A. Farr [Faw], on land lying on the north of the stage road [Market Street]. It was a frame store house. The next year he built a dwelling near Knob Spring, and in 1860 erected a large store house [see Figure 10A], which was not occupied until 1867. From the completion of the East Tennessee & Virginia Railroad the town increased rapidly, receiving among its accessions, Elder James Miller, John H. Bowman, James M. Wheeler, Dr. J.H. Mingle, Dr. J.W. Seehorn, S.H. Hale and James Barnes. During the war the town was named Haynesville in honor of L.C. Haynes, but it soon resumed its old name, and when incorporated it was as Johnson City. Since the war the town has steadily advanced, but its growth during the past three or four years [since 1883 or 1884] has been especially rapid...” History of Tennessee – From the Earliest Time to the Present, 1887.<sup>20</sup>

1857 – 1861. Johnson City.

“In 1857, another early entrepreneur, Thomas Faw, established a rival store and house on land purchased from Tipton Jobe located along the stage line, and the little community of Johnson’s Depot began to expand, serving as a stopover for passengers and freight on the railroad. In 1859, Johnson supported Thomas A.R. Nelson in his run for Congress against Landon Carter Haynes. Nelson won by a few votes and a bitter Haynes pulled strings with the Post Office Department in Washington and had the name of the post office changed to Haynesville, with Johnson removed as postmaster on October 8, 1859. Thomas Faw would serve as postmaster in 1860, with the post office likely located in his store. During this time, Johnson interceded with Congressman Nelson, and the name of the post office was changed back to Johnson’s Depot on April 9, 1861.”<sup>21</sup>

“Thomas Ambrose Faw (1828 – 1888)... built the second store in the city, the T.A. Faw General Store, and did business for twenty-three years, selling the store in 1880...”<sup>22</sup>

31 August 1868. Memphis Daily Appeal.

“The Knoxville Press and Herald learns that a Mr. Faw, father of G.P. and T.A. Faw, Johnson’s Depot, Washington county, was killed near that place Wednesday morning, by the down passenger train. He was standing on the track, and owing to his deafness did not notice the approach of the train or the alarm of the engineer. The engineer expected he would move off the track, until it was too late to stop the train. He was struck by the locomotive, knocked from the track, and died from his injuries in a few moments. Mr. Faw was an aged and worthy citizen.”

9 September 1880. Knoxville Daily Chronicle.

“One of the best Homes and Business Stands in upper east Tennessee for sale, together with stock in trade, good will and fixtures. Address T.A. Faw, Johnson City, Tenn.”

### 2.1.1. Lide & Smith, Hardware & Grocery Store, 1885

18 April 1885. Johnson City Comet.

“Mr. C.K. Lide has moved into the Faw property, on Market street, and Mr. Will P. Smith into the house vacated by Mr. Lide. Their large stock of hardware is at the old stand...

Thurburs fresh mixed bird seed at Lide & Smith’s... Watauga Valley warranted axe for 75 cts... ‘Southern Crown.’ The finest roller processed Flour... Cotton Yarn and cotton bats... Sash, doors and blinds... Don’t buy a hoe until you have seen the Lever Hoe... Garden hoes for 25 cts... Barbwire and Post-hole diggers at Lide & Smith’s.”<sup>23</sup>

Note: Lide & Smith ran similar items until at least 3 September 1885, which occasionally mentioned a variety of interesting hardware. Also note that this enterprise originally operated out of two locations; however, the Johnson City Comet did not distinguish between them.

2 May 1885. Johnson City Comet.

“Paints, oil, lead and glass at Lide & Smith’s... No place like Lide & Smith’s for Coffee and Sugar... Lide & Smith are daily receiving and adding to their already large stock of Hardware and Groceries. They will sell as low as the lowest. Their terms are cash except where special arrangements are made and then in no case will they give longer than 60 days... Don’t buy a glass lamp until you see the new stock just received...”

16 May 1885. Johnson City Comet.

“Good tobacco for, 5, 10, 15 and 20 cts a plug, at Lide & Smith’s... For cheap canned goods go to Lide & Smith... Best tobacco and cigars in town...”

**LIDE & SMITH,**  
 WHOLESALE AND RETAIL DEALERS IN  
**HARDWARE & GROCERIES**  
 Paints, Oils, Lead, Putty, Glass, Sash,  
 Doors and Blinds.  
 SOLE AGENTS FOR  
 King's Royal Rifle and Blasting Powder and Fuse,  
 Kentucky Lead and Oil Co's Pure Lead and Oils.  
 F. Hammar Paint Company's Ready Mixed Paints.  
 Fairbank's Standard Scales. Old Dominion Nails.  
 Oliver Chilled Plows, Standard Roofing Paint,  
 Cotton Yarns and Bats.  
**STOCK ALWAYS ON HAND.**  
 Best Brands of Tobacco & Cigars, a Specialty.

Figure 11. Johnson City Comet, 6 June 1885.  
 This advertisement ran until at least 1 October 1885.

6 June 1885. Johnson City Comet.

“Messrs. Lide & Smith have a new ad in this issue of The Comet. The advertisement speaks for itself, but we like to add a good word for men who shows the tack, energy and gotheaditiveness this firm has shown. If they do not succeed, no firm in Johnson City deserves to succeed. We doubt if you could call for anything, that ought to be found in a first class hardware store that they have not got, and certainly nothing that they cannot get on short notice. Besides being good business men, they are good citizens. We wish Johnson City had a thousand men like Charley Lide and Will Smith.”

6 June 1885. Johnson City Comet.

“Grain and grass scythes, snathes, brier scythes, very cheap, at Lide & Smith’s... Lide & Smith’s is the place to buy your brass kettles, and don’t you forget it... Old Dominion and steel nails cheap...”

13 June 1885. Johnson City Comet.

“Notice. All notes and accounts due the late firm of Hunt & Lide, if not settled by the 20<sup>th</sup> June will be placed in the hands of an officer for collection. We mean just what we say. We need money and must have it. C.K. Lide.”

2 July 1885. Johnson City Comet.

“Mr. Jno. W. Boring takes Will Rhea’s place at Lide & Smiths. Mr. Boring is a fine book keeper and will keep things straight.”

24 September 1885. Johnson City Comet.

“Remember. That we still sell 14lbs of sugar for one dollar. That we have the best axe for the least money on the market. That we always have on hand a complete stock of Oliver Chilled Plow and Repairs. That we have the largest stock of window glass between Knoxville and Bristol. That we sell nothing but the best white lard and linseed oil and that we sell it at rock bottom prices. That we make a specialty of sash doors and blinds. That we carry a large and complete line of door locks, hinges and all kinds of builders hardware. In short that when you need any thing in the hardware and grocery line it will pay you to come and see us before buying elsewhere. Lide & Smith.”

1 October 1885. Johnson City Comet.

“Dr. Geo. H. Berry and Dr. E.E. Miller, dentists, have entered into a partnership. They can be found at all hours in their office in Truslow Block, opposite Lide & Smith.” Apparently, the Truslow Block was located on Market Street, near the E.T.V. & G. Railroad.

15 October 1885. Johnson City Comet.

“Dissolution Notice. The firm of Lide & Smith is this day dissolve by mutual consent. C.K. Lide having purchased the interest of W.P. Smith, he will pay and collect all accounts. C.K. Lide, W.P. Smith, Johnson City, Tenn., Oct. 13, 1884.”

#### 2.1.2. C.K. Lide, Hardware & Groceries, 1885 to perhaps 1887

15 October 1885. Johnson City Comet.

“Messrs. Lide & Smith have dissolved partnership. The business will be continued by Mr. C.K. Lide, whose advertisement appears in this issue. Mr. Lide’s business qualifications are too well known to need comment. He is full of business and enterprise and is doing much toward building up Johnson City. His place of business will be headquarters for hardware and groceries, and if you don’t believe it, you have only to call and see.”

**C. K. LIDE,**  
WHOLESALE AND RETAIL DEALER IN  
**HARDWARE & GROCERIES**  
Paints, Oils, Lead, Putty, Glass, Sash,  
Doors and Blinds.  
SOLE AGENTS FOR  
King's Royal Rifle and Blasting Powder and Fuse,  
Kentucky Lead and Oil Co's Pure Lead and Oils.  
F. Hammar Paint Company's Ready Mixed Paints.  
Fairbank's Standard Scales. Old Dominion Nails.  
Oliver Chilled Plows, Standard Roofing Paint,  
Cotton Yarns and Bats.  
**STOCK ALWAYS ON HAND**  
Best Brands of Tobacco & Cigars, a Specialty.

Figure 12. Johnson City Comet, 15 October 1885.  
This advertisement ran until at least 21 October 1886.

22 October 1885. Johnson City Comet.

"Best Golden Santos Coffee at C.K. Lide's... Finest Cigars in town... Watauga Valley axes... Cross cut saws... Best brands chewing tobacco..." Similar items ran until at least 10 February 1887.

3 December 1885. Johnson City Comet.

“Buck saws at C.K. Lide’s... Best coffee in town at 12½ cts... Grates, coal hods [hoods?] and blowers... Triple plated tea and table spoons... See those handsome parlor lamps with hand painted globes... Headquarters for hardware at C.K. Lide’s... Game bags... Powder, shot, caps and wads... Paints, Oils, Glass and Putty... Big lot of lamp shades... Black Diamond Cement... AAAA Tobacco at C.K. Lide’s...”

17 December 1885. Johnson City Comet.

“W.R. Lewis & Son have moved their grocery store to the corner room in the Worley block [southwest corner of West Market Street and the E.T.V. & G. Railroad], nearly opposite C.K. Lide’s. They now have a larger room and are better prepared to accommodate their customers. The firm has energy and enterprise and we are glad to see them succeeding.”

7 January 1886. Johnson City Comet.

“White Cap Soap at C.K. Lide’s... Disston’s Cross Cut Sawa... C.K. Lide will sell you best rifle powder at 25c, blasting powder at 10 cents... 100 gallons Hammar’s Ready Mixed Paints warranted pure... Drill Steel, Stone Sledges, Striking Hammers, Blasting Powder and fuse... Powder. 200 kegs blasting. 100 [kegs] rifle. 50 half kegs rifle. 10,000 feet tape fuse in magazine...”

28 January 1886. Johnson City Comet.

“Mr. C.K. Lide will occupy two rooms in the new Range building.”

Note: The author did not find any indications that this plan was ever executed.

18 March 1886. Johnson City Comet.

“Mr. C.K. Lide, the popular and successful wholesale hardware merchant of Johnson City, was in the city Monday. One rarely meets a more clever and cultured gentleman than Charley Lide. – Elizabethton Mountaineer.”

20 May 1886. Johnson City Comet.

“2000 lbs. Pure White Lead at C.K. Lide’s... The best hoe is the cheapest... I will not be undersold. C.K. Lide... New Orleans syrup... Try that fresh canned corn... C.K. Lide has the best single and double shovel Plow in East Tennessee... Webster Wagons. C.K. Lide agent...”

27 May 1886. Johnson City Comet.

“C.K. Lide, one of our most enterprising merchants, is doing a large wholesale business both in hardware and groceries. His shipments up the Narrow Gauge last week amounted to over \$500.00.”

16 September 1886. Johnson City Comet.

“300 axes at 65 cents. C.K. Lide... Oliver repairs... Buy Oliver Chilled Plows... Wagons!... New crop timothy seed... C.K. Lide has sold 15 of the celebrated Webster Wagons since the first of the year.”

11 November 1886. Johnson City Comet.

“Pure paints and oils at C.K. Lide’s... Solid Cigars!... Coffee!!! Tariff off... Guns. Breech and muzzle loaders...”

2 December 1886. Johnson City Comet.

“Best sole leather in E. Tenn. at C.K. Lide’s... Guns! Guns!! Guns!!! Buy guns at C.K. Lide’s... Sash and doors...”

23 December 1886. Johnson City Comet.

“See silver knives and forks at C.K. Lide’s... Children’s silver set 50 cts... Xmas goods... Go to C.K. Lide for a handsome pocket knife... Silver tea and table spoons... Handsome carving set...”

6 January 1887. Johnson City Comet.

“Fair Warning! All persons indebted to me for goods purchased during 1885 and 1886 are hereby notified to come forward and settle at once and save cost of suit. C.K. Lide.”

28 February 1887. “An Act to amend an act entitled ‘An Act to incorporate the town of Johnson City, in the County of Washington, provide for an election of officers, prescribe their duties, and for other purposes,’ passed February 26<sup>th</sup>, 1885, and approved March 3d, 1885.”

“Sec. 10. Be it further enacted, That the corporate limits of said town of Johnson City shall be as follows: Beginning at the northwest corner of the Hart brick store building, near the East Tennessee, Virginia & Georgia Railroad, and now occupied by C.[Charlie] K. Lide as a hardware store, and running three-fourths of a mile in every direction, and forming a circle three-fourths of a mile from said point to all points on said circle...”<sup>24</sup>

Note: The author did not find any specific information on when C.K. Lide moved out of the Faw Building.

2.1.3. John W. Hunter & Brother, General Merchandise Store, here by 1887

(“Campbell, Crockett & Martin are now opening a new and complete line of Dry Goods and Groceries in the T.A. Faw building, recently vacated by J.W. Hunter.”)

24 March 1887. Johnson City Comet.

“Plaster at \$1.00 per sack at J.W. Hunter & Bro’s. J.W. Hunter & Bro’s immense stock of spring and summer goods will arrive in a few days. Wait for them... The millinery department at J.W. Hunter & Bro’s will be complete in a few days. The nicest goods ever brought to Johnson City are on the road and will be in charge of a first-class milliner... Miss Alice Hughlett, of Baltimore, has taken charge of the millinery and dressmaking department at J.W. Hunter & Bro’s. Miss Hughlett has been with Messrs. Armstrong, Cator & Co. for a number of years and thoroughly understands her business.”<sup>25</sup>

31 March 1887. Johnson City Comet.

“Owing to the breaking of a bridge on the N. & W. railroad, some of J.W. Hunter & Bro’s. goods have been necessarily delayed. Their dry goods and queensware are complete, however. Look out for a big stock of clothing. They have a larger line of notions bought than they have ever opened in Johnson City before. They also have the best selection of canned goods in the city. Notice will be given next week of their opening, and we take pleasure in saying it will be to your interest to make a note of the time and attend. They will receive in a few days 75 cases of the celebrated Bay State boots and shoes. They will save you money by calling on them.”

31 March 1887. Johnson City Comet.

“Latest Style – Buggies, Carriages, Phaetons, Hacks and Market wagons, also fancy Light Harness for sale by R.K. Collins... Opposite J.W. Hunter & Bro., Johnson City, Tenn.”<sup>26</sup> This advertisement ran until at least 9 February 1888.

21 April 1887. Johnson City Comet.

“For millinery and dress making call at the Millinery Department of J.W. Hunter & Bro.’s... Thirty-eight cases of the celebrated Bay State boots and shoes. Just received today... J.W. Hunter & Bro. have the finest line of White goods in the city... Everything new and stylish in the Millinery Department... J.W. Hunter & Bro. have the completest line of general merchandise in the city.” Similar items ran on 28 April 1887.

23 June 1887. Johnson City Comet.

“Mr. H.C. Remine has opened a marble yard in Johnson City, opposite J.W. Hunter & Bro.’s store, and is ready to take orders for all kinds of monuments, tombstones and other marble work.”

30 June 1887. Johnson City Comet.

“If you want a new cheap hat go to J.W. Hunter & Bro... J.W. Hunter & Bro. are receiving new goods.” Similar items ran until at least 8 September 1887.

30 June 1887. Johnson City Comet.

“Constant workers – the workmen in Remine’s marble yard... Mr. Remine has in his yard in this city marble sills for the front of J.W. Hunter’s new store house. One piece is more than 12½ feet long.”

27 October 1887. Johnson City Comet.

“Merit Wins. The reader cannot fail to notice the large and attractive advertisement of Messrs. Hunter & Brown in this issue. These gentlemen are successors to J.W. Hunter & Bro. They have moved into their new house on main street and have purchased an unusually large stock of goods and are now opening it. Mr. J.W. Hunter has been in the merchantile business for thirteen years and understands his business thoroughly, as all who deal with him can testify...”

#### 2.1.4. Campbell, Martin & Crockett, Dry Goods and Groceries, 1888

5 January 1888. Johnson City Comet.

“New Firm. Campbell, Crockett & Martin are now opening a new and complete line of Dry Goods and Groceries in the T.A. Faw building, recently vacated by J.W. Hunter. They cordially invite the public to call and examine their stock and get their prices paid for all kinds of country produce. The new firm will spare neither pains nor labor in trying to give satisfaction to their customers. If hard work, low prices and fair dealings will bring about success, you may expect the new firm to succeed.”

5 January 1888. Johnson City Comet.

“New Firm. Campbell, Martin & Crockett is the style of the new firm that has opened a stock of general merchandise in the old Faw building, on Market street. These names are all familiar in business circles and the gentlemen are too well and favorably known in this community to need comment. This firm succeeds J.C. Campbell.”

12 January 1888. Johnson City Comet.

“Campbell, Crockett & Martin have opened up in the T.A. Faw house just such a store as the people of Johnson City and surrounding country need. They buy everything that the farmers have to sell, thus making it to their interest to trade with them. Any having Groceries, and everything in the eatable line, as well as Dry Goods and Notions of course it makes it more convenient for the people of town to trade with them. Besides they deliver goods when it is required, free of charge. It will pay you to give them your custom.”

#### 2.1.5. Campbell & Martin, Dry Goods, 1888 – 1889

16 February 1888. Johnson City Comet.

“Campbell & Martin have bought out Mrs. John F. Crockett’s interest in the store, and are responsible for all debts contracted by the firm of Campbell, Crockett & Martin, and all debts due said firm will be paid to Campbell & Martin.”

Note: John F. Crockett died by 2 February 1888.

16 February 1888. Johnson City Comet.

“Frank D. Weylman & Co’s custom made shoes – every pair warranted – are found only at Campbell & Martin’s... Campbell & Martin have secured the entire control of St. John, Kirkham & Co’s boots and shoes, and from this on no other firm in town can buy them. They are the best goods now on the market.” Similar items ran until 20 December 1888.

29 March 1888. Johnson City Comet.

Death of T.A. Faw. In the death of T.A. Faw, which occurred yesterday shortly after noon, Johnson City loses one of its oldest and most highly respected citizens. The deceased had been in poor health for several years, but the immediate cause of his death was a case of pneumonia and typhoid fever that he contracted only a few days ago. The announcement of his death was a shock to the entire community and the widow and four children have the sympathy of many friends in their 'hour of trial.' The funeral will be preached at the Presbyterian church this afternoon at 3 o'clock by Rev. J.N. Cowan. All friends of the family are invited."

24 May 1888. Johnson City Comet.

"Goods delivered free to our customers anywhere in the city Campbell & Martin... A new lot of straw and fur hats just received... We have got all the nice fresh butter you are looking for... Anyone wanting a trunk, valise, hand bag or pocket book, call on Campbell & Martin... Martin & Campbell can fit you up in the grocery line as well as in the dry goods and notions..."

21 June 1888. Johnson City Comet.

"Bring your spring chickens, eggs and butter to Campbell & Martin... Campbell & Martin are now preparing to supply their customers with fruit jars..."

5 July 1888. Johnson City Comet.

"Highest price paid for all kinds of produce and lowest prices on goods. Campbell & Martin... Campbell & Martin wants all the dried black berries in the country..."

12 July 1888. Johnson City Comet.

"Summer style dress goods at your own price at Campbell & Martin... Campbell & Martin will pay the highest market price, for your dried fruit, dried berries, beeswax, ginseng, onions, potatoes, beans, wheat, flour, etc... Campbell & Martin have cut prices on Ladies, Misses and Children's slippers, and every one wanting a pair had better get them before they are gone... Leave your orders for berries, or anything else you want..."

**WE**

**INVITE**

The attention of the public to this half-column of the COMET, where we will keep you posted from week to week all about our stock of goods and prices.

We are very grateful for the liberal patronage you have bestowed upon us during the last twelve months, and by fair dealing we hope to merit a continuance of the same.

We expect to carry a larger stock than ever before, consequently will be able to give you lower prices. Our line is Dry Goods, Groceries, Boots, Shoes, Hats, Caps, Men's Clothing, &c., for good produce. To anyone living inside the Corporation, we will deliver goods free. We have bought a large stock of men's clothing that will be in in a few days, and anyone wanting a suit, will make a mistake if they buy before seeing ours and getting prices.

We still occupy the T. A. Faw brick on Market street near the E. T. V. & G. R. R. In the rear of our house is a good place to drive wagons and hitch horses. Call and see us.

Respectfully,

**CAMPBELL & MARTIN,**  
Johnson City, Tennessee.

Figure 13. Johnson City Comet, 17 January 1889.  
 “We still occupy the T.A. Faw brick on Market street near the E.T.V. & G.R.R.”

**CAMPBELL & MARTIN**

Are now preparing for a

**SPRING**

and

**Summer**

Stock of goods by closing out their WINTER STOCK at

**CLOSING OUT**

**Prices.**

Now is your time for bargains. Their stock of

**BOOTS,**

**SHOES**

and **HATS**

is hard to turn down and don't forget to examine their supply of Men's

**CLOTHING.**

They buy all kinds of

**PRODUCE,**

Hence they can supply the town trade with most anything in the EATABLE line.

Goods Delivered Free. Call and see them at the T. A. Faw brick, Johnson City Tenn.

Figure 14. Johnson City Comet, 21 February 1889.  
"Call and see them at the T.A. Faw brick, Johnson City, Tenn."

J. C. CAMPBELL. J. M. MARTIN.

# CAMPBELL & MARTIN

Still lead in Low Prices as their Customers will all testify. If you want a Parasol to protect you from the sun or a Fan to cool yourself off CAMPBELL & MARTIN can supply you. If you want a nice Dress of the latest shades and styles there is the place to go. If it is Kid Gloves, Silk Mits, Cuffs, Collars, Ribbons, Crape, Lise, or anything else in the Notion line, don't fail to go direct to

**CAMPBELL & MARTIN.**

If you want the neatest fitting, longest wearing and best fitting Shoe the market can afford call on CAMPBELL & MARTIN. If you want a Ladies' Hat or Misses Hat, a Man's Hat or Boy's Hat, CAMPBELL & MARTIN'S store in the old Faw Building is the very place to find them. If it is something to eat you want remember CAMPBELL & MARTIN thinks as much of supplying the wants of the inner man as the outer, and are always ready to furnish you most anything in the Grocery and Vegetable line and Deliver the same free of charge. Take your Produce to

**CAMPBELL & MARTIN,**

JOHNSON CITY, TENN.

Figure 15. Johnson City Comet, 25 April 1889.  
"Campbell & Martin's store in the old Faw Building..."

DOWN - GO - PRICES

—AT—

**CAMPBELL & MARTIN'S STORE!**

—o—

We now propose to reduce the prices on many of our Summer Articles and close them out before the season

closes. Straw Goods,

White Goods,

Silk Mitts,

LAWNS, SLIPPERS, &C., &C.,

can be had from this on almost

at your own price for

CASH DOWN. Don't

miss this opportunity for

—o—

**B A R G A I N S**

We also have a  
NEW AND ELEGANT

**STOCK - OF - SHOES,**

and don't propose for

ANYBODY

**TO UNDERSELL US.**

We will sell you a suit of

clothes CHEAP and

take any kind

of good

produce in exchange for it. We

also keep a good supply of

STAPLE GROCERIES,

that we sell cheap and

deliver FREE.

RESPECTFULLY,

**CAMPBELL & MARTIN,**

**JOHNSON CITY, TENN.**

Figure 16. Johnson City Comet, 4 July 1889.

4 July 1889. Johnson City Comet.

“One of the greatest improvements that has been made in Johnson City for some time is the widening of Market street. W.W. Faw has taken the lead in the matter and set the fence on his property back about six feet. His property extends from Public Square to Roane street. It is understood that the property owners on both sides of the street will give six feet, thus making it about sixty feet wide and one of the most prominent business thoroughfares in the city. Let the ‘good work’ go on until all the streets in the city are widened and straightened and made passable.’

25 July 1889. Johnson City Comet.

“Dissolution. The firm of Campbell & Martin has this day dissolved by mutual agreement, S.H. Pouder having purchased the interest of J.M. Martin. The new firm will continue business at the same place under the firm name of Campbell & Pouder, who will col. all debts and pay all liabilities of the old firm. Respectfully, J.C. Campbell. J.M. Martin, Johnson City, July 24, 1889.”

#### 2.1.6. Campbell & Pouder, Dry Goods, here 1889 – 1890

1 August 1889. Johnson City Comet.

“S.H. Pouder has purchased J.M. Martin’s interest in the firm of Campbell & Martin, and the style of the firm will hereafter be Campbell & Pouder. The new firm will continue business at the old stand and assume all the liabilities of the old firm. S.H. Pouder is well known in this community as a man of sterling integrity and needs no introduction through these columns. It is his first mercantile venture, but the experience and business tact of his partner, J.C. Campbell, insures the success of the new firm.”

1 August 1889. Johnson City Comet.

“This is a progressive age and Johnson City keeps up with the procession; in fact, it is driving the front wagon. The old must give way to the new, and the work of destruction goes bravely on. Only a few weeks ago W.W. Faw, Esq., widened Market street from Public Square to Roane by setting his fence back six feet. The street will be widened all the way through. Not satisfied with this improvement, Mr. Faw has contracted for the building of a storehouse 100 x 28 feet, two stories high, and last Monday workmen began tearing away an old barn to make room for the building. J.T. Hoss & Co. have the contract for the brick work and are placing their material rapidly. Market has the width and is rapidly developing into a business street.”

# CAMPBELL & POWDER,

Have the cheapest and best  
lot of Boots and Shoes  
they have ever car-  
ried.

Also a new lot of men's  
clothing that can't be beat  
in quality and prices  
any where.

Take them your wheat,  
flour, dried berries, chickens,  
eggs, or most any thing you  
have to sell and buy anything  
you want to buy. Remem-  
ber they are closing out at  
cost their straw hats, ladies  
opera slippers, silk mits &c.

Don't miss their bargains.

JOHNSON CITY - TENN.

Figure 17. Johnson City Comet, 1 August 1889.

# CAMPBELL & POWDER.

---

## OUR GOODS

ARE NEARLY ALL IN

---

But not to stay but a very short time, for the people have already found out that here is the

**Bargain - Store,**

and they are carrying them off in loads. They are acting wisely, too, for no doubt we have a cold, hard winter approaching, and now is the time to select from a fresh stock your

COMFORTS - AND - BLANKETS  
—and—  
WOOLEN UNDERWEAR,

Ladies' New Markets and Short Cloaks, Jersey Jackets and Woolen Hosiery, Cashmeres, Henriettas and Flannels, and most everything to make comfortable and adorn the fair sex.

We are also prepared to meet any competition in Men's Suits, Men and Boys' Over-coats, Winter Caps, Woolen Under and Over-shirts, Heavy Brogan Boots, Oil-tanned Boots, Fine Calf Boots, Gum Boots, Arctic Over-shoes and Rubber Shoes.

---

WE WANT  
2,500 BUSHEL  
NEW CORN

in the ear at once. Will pay the highest market price in goods at the lowest cash prices.

We keep the

—VIRGINIA SALT—

150-lb. bags at \$1.00 per sack. In fact, we keep most everything in the Grocery line and buy most everything the farmer has to sell.

Give us a trial, and you will be sure to come again.

Respectfully,

**CAMPBELL & POWDER**

JOHNSON CITY, TENN.

Figure 18. Johnson City Comet, 10 October 1889.  
This advertisement ran until at least 5 December 1889.

23 January 1890. Johnson City Comet.

“Remember that Friday and Saturday, January 24 and 25, are Bargain Days at Campbell & Pouder’s...”

6 February 1890. Johnson City Comet.

“Go to Campbell & Pouder for Bargains in clothing, jeans, domestic, cotton plaids, gingham, etc...Bring us chickens... All kinds of boots and shoes at away down prices...A perfect Drive on ladies’ hats... Call on us for anything in our line. We wish to make room for spring stock, and propose to sell cheap...” Similar items ran until at least 18 September 1890.

18 September 1890. Johnson City Comet.

“Campbell & Pouder are moving their stock of goods into their own house on Main street, recently vacated by Kirkpatrick & Co., and from this time will do a strictly cash or pay-down business. Paying no rents and selling for pay-down, they can offer better inducements to customers than most any house in the city. Every one hunting bargains will do well to call on them before buying elsewhere.”<sup>27</sup>

#### 2.1.7. Windsor Restaurant, 1890 – 1893

9 October 1890. Johnson City Comet.

“The Windsor is the name of a new restaurant just opened on Market street in the Faw building. The house has been thoroughly overhauled, repainted and papered and the appointments are perfect. It is first-class in every particular and will be a feature of the city.”

17 November 1890. “Bob Cox’s Yesteryear.”

James “David Weaver co-owned and operated the Windsor Restaurant located at the intersection of the East Tennessee, Virginia and Georgia Railroad... and Market Street. This site was... where Idol Inn Café and later Byrd’s Restaurant stood. His business partner was James Wesley Scalf, an ancestor of Gladys Ledford Weaver.

David sold the eatery on Nov. 17, 1890. The deed read in part: ‘Know all men by these presents, that we, J.D. Weaver and Company of the town of Johnson City, Washington County, Tennessee, parties of the first part, of and in consideration of the sum of seven hundred two dollars and ninety eight cents, paid and to be paid as hereinafter stated, by L.O. Strain and W.H. Hallum, parties of the second part, of said sum, two hundred dollars in this day paid, the receipt of which is hereby acknowledged and the remainder to be paid in eight equal monthly installments...’

The deed contained a surprisingly detailed listing of all property included in the transfer: ‘four sauce pans, one colander, nine pudding pans, six fry pans, two cake turners, one fryer, two flesh forks, two 14 quart beating bowls, one bed, one spring, one mattress, one pair blankets, one pair pillows, four comforts, one mirror, two washstands, one round table, two shades, three 10-foot extension tables, 46 chairs, two tables, two shades, one galvanized iron flue, one gasoline stove and three burners, one coffee boiler, one sauce pan, one dipper, one frying pan... one large spoon, one cake turner, one dishpan, one six-quart bucket, one tea pot, one half-gallon cup, one large flesh fork, one potato masher, one half-gallon oil can, one rolling pin, one biscuit cutter, one meal sifter, five large spoons, one tin bucket, one bread pan, four joints of stove pipe, one heating

stove and eight joints of pipe, one zinc stove board, two six foot show cases, 112 yards of carpet, seven dozen seven-inch plates, six dozen seven-inch deep plates, seven dozen fine hotel cups and saucers, seven dozen three-inch flat dishes, four dozen cream dishes... one dozen sugar dishes, six dozen butter dishes, seven dozen five-inch plates, one-third dozen ice pitchers, seven dozen band tumblers, six dozen 26-inch trays, one crumb brush and tray, half-dozen cracker bowls, one-fourth dozen of mustards, two dozen peppers, two dozen salts, five-sixths dozen vinegars, five-sixth dozen syrups, one dozen pickles, half dozen celery stands, one dozen preserve stands, half dozen fruit stands, one-third dozen cake stands, two dozen egg cups, one dozen pat meals, six dozen ice creams, two 18-inch sq. meats and one half-dozen tooth pick holders.'

The deed concluded with the words: 'In witness whereof the said parties of the first part have hereunto set their hands this the 17<sup>th</sup> day of November 1890.' Weaver died on March 3, 1924 and was buried in Johnson City's Monte Vista Memorial Gardens. Paul Gill is proud of his Weaver family and has reason to be so."<sup>28</sup>

20 November 1890. Johnson City Comet.

"The Windsor restaurant has changed hands, but will be continued at the old stand on the corner of Market street and Public Square. The new proprietors will take pride in making it the best restaurant in East Tennessee and will make it especially desirable for day boarders and drummers, and will serve banquets on short notice."

20 November 1890. Johnson City Comet.

"A New Enterprise. Messrs. J.C. Younger, the butcher, and C.G. Younger, the painter, or our city, have started up a new enterprise. They have formed a copartnership under the firm name of Younger Bros., and will manufacture Mattresses, Awnings and Tents. They have leased part of the building of the Windsor Restaurant for a number of years, and have secured the services of Mr. Jas. Ferguson, of Boston, Mass., who is an experienced man at this business, and he will manage it for them. Now our farmers can find sale for their straw, shucks, &c., for this firm will consume a large amount during the year."

January 1891. The Sanborn Fire Insurance Company map for this area shows that the northeast corner of East Market Street and the E.T.V. & G. Railroad was occupied by the Windsor Restaurant (Res't").

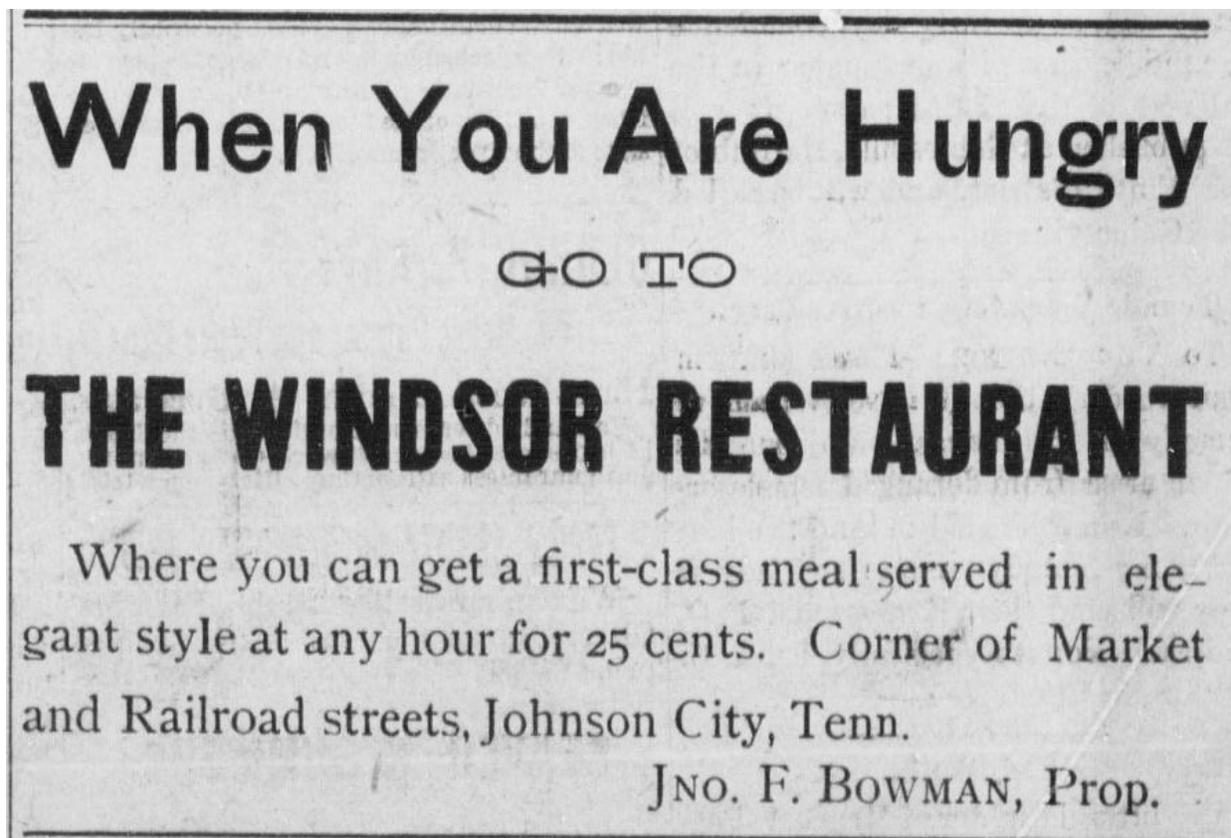


Figure 19. Johnson City Comet, 4 August 1892.  
This advertisement ran until at least 15 September 1892.

15 June 1893. Jonesborough Herald and Tribune.

“M.E. Hawk has opened up a restaurant in the old Faw building on Market Street, we wish him success, he is a worthy young man and deserves a good patronage.”

6 July 1893. Johnson City Comet.

“Hawk Flew. The firm of Hawk & Pitts, doing business as the Windsor Restaurant, has been suddenly dissolved, with the consent of Pitts taken ex parte. After doing a rushing business on the 4<sup>th</sup>, the members of the firm counted up the cash and were exceedingly well pleased with the result. The money was turned over to Hawk, who said he would pay certain bills the next day, but instead of doing so he flew by night and left Pitts to meet the bills with an empty purse. As a result there is no longer a Windsor Restaurant.”

#### 2.1.8. Dove & Company, Grocery Store, 1894

8 February 1894. Johnson City Comet.

“Dove & Co. have moved to the old Faw Store House, and keep a full line of produce and meats...”<sup>29</sup> This was the only mention of this enterprise at this location, found by the author.

### 2.1.9. J.W. Ball, Grocery Store, 1894 – 1895

5 April 1894. Johnson City Comet.

“Moved. J.W. Ball, who has been doing a grocery business on Main street, has moved into the old Faw house on Market street near the Railroad.”

4 October 1894. Johnson City Comet.

“J.W. Ball’s Meat Market opened in the old Faw building.”

28 February 1895. Johnson City Comet.

“J.W. Ball, a Market street grocer, filed a deed of trust last week for the benefit of his creditors. G.P. Crouch was made trustee, and has taken charge.” This was the last mention of this enterprise at this location, found by the author.

May 1897. The Sanborn Fire Insurance Company map for this area shows that the northeast corner of East Market Street and the E.T.V. & G. Railroad was occupied by an unidentified warehouse (“W. Ho.”) and an “Old W. Ho.”

### 2.1.10. Jonesboro Bank and Trust Company, 1899

Note: This enterprise is tentatively placed here. It is possible that it may have actually been in the “Faw Block,” a different building that was also located on Market Street. See maps 2A and 3A.

13 April 1899. Johnson City Comet.

“The [Crandall] building corner of Main street and the public square, owned by the Jonesboro Banking and Trust Company, is to be torn down and another will be erected in its stead. The building has long been known to be unsafe... Work will begin at once [on the new building]. Meantime, the business of the bank is being conducted in the Faw building, on Market street, where temporary quarters have been established.”

20 July 1899. Johnson City Comet.

“The Bank Moved. The Banking and Trust Co. has moved from the Faw building on Market street to the old postoffice building on Spring street, and will remain there until the new bank building is completed.”

2.1.11. Will I. Hart & Company, here (208 East Market Street) by 1903 to perhaps 1913 or 1914  
Chinese Hand Laundry (210 East Market Street), 1903 – 1904

April 1903. The Sanborn Fire Insurance Company map for this area shows that the northeast corner of East Market Street and the Southern Railway was occupied by an unidentified “Bicycle Shop” and the Will I. Hart & Company “Harness Shop.”

16 July 1903. Johnson City Comet.

“Will I. Hart & Co. The Comet enjoys the pleasure of representing Will I. Hart, our noted manufacturer of hand-made harness, saddles, bridles, collars, whips, leggings, and all kinds of horse millinery. Mr. Hart has spent a number of years in the harness business. His large shop is located on [208] East Market street in the heart of the business section. In 1894 the business was established and since its inception the trade has increased tremendously in all parts of the city and surrounding county. Four experienced men are given constant employment all the year. Mr. Hart pays his help liberal wages and in return gets good work from his men. He has resided here for the past twenty-five years and does an extensive business. Mr. Hart has a large acquaintance and is held in high esteem.”<sup>30</sup>

**Chinese Hand Laundry**  
Shirts, Collars, Cuffs, With or Without Gloss

Stiff-Bosom Shirts .....	10c
Colored Shirts .....	8c
Collars .....	1½c
Cuffs .....	3c
Handkerchiefs .....	1½c
Drawers .....	5c
Coat and Pants .....	50c
Ladies' Shirt Waists .....	15c to 25c

Public Square. WM. JOE.

Figure 20. Johnson City Comet, 15 October 1903.  
This advertisement ran until at least 19 November 1903.

Note: This enterprise is tentatively placed at 210 East Market Street based on 1 and 8 September 1904, below. This evidence is rather thin.

1 September 1904. Johnson City Comet.

“Missed His Queue. That things are seldom what they seem is evidenced frequently in Johnson City. For instance, last a gentleman from the country walked up to the store of W.I. Hart & Co. and after looking carefully at ‘Chubby’ Galliher for a long time said: ‘Is this the Chinese laundry?’ ‘Chubby’ said ‘no sir,’ as emphatically as he could and after the stranger left continued to talk, but the language was not fit to print. Knowing ‘Chub’ as we have for years we confess that we had not noticed the resemblance before, but of course, a stranger is expected to locate a place by the signs on display.”

8 September 1904. Johnson City Comet.

“Matrimonial Agency. It is wonderful what plans some men will adopt to get up a correspondence with a young lady. Last Tuesday morning a want ad appeared in the Knoxville Journal for a dressmaker, by W.I. Hart & Co., of this city. As this firm manufacture harness, etc., there appeared to be no reason for this ad. Mr. Hart denied any knowledge of the matter but intimated that ‘Chubby’ Galliger might be able to explain it. We found Mr. Galliher later but he was so busy reading letters from applicants for the place that we could not make him understand what we wanted. As fast as he read the letters he turned them over to ‘Colonel’ Millard. Both are so much interested that they have had several negatives made in different positions in an effort to display their most striking beauties and an exchange of photographs will shortly take place. We do not believe that anyone but ‘Chubby’ Galliher and ‘Colonel’ Millard could have conceived a better plan of converting the Chinese laundry into a matrimonial bureau. All letters that haven’t the right ring are burned immediately.”

December 1908. The Sanborn Fire Insurance Company map for this area shows that the northeast corner of East Market Street and the Southern Railway was occupied by the Will I. Hart & Company “Harness Shop.”

July 1913. The Sanborn Fire Insurance Company map for this area shows that the northeast corner of East Market Street and the Southern Railway was apparently still occupied by the Will I. Hart & Company “Harness Shop” and an unidentified “Paint Shop.”

#### 2.1.12. H.C. Remine, Marble Yard, 1887 – 1890

Note: It appears that this enterprise was located on the east side of the E.T.V. & G. Railroad (see 5 June 1890, below), near the place where the Southern Railway Passenger Depot was built in 1913. However, the available evidence is thin. See Map 1A.

23 June 1887. Johnson City Comet.

“Mr. H.C. Remine has opened a marble yard in Johnson City, opposite J.W. Hunter & Bro.’s store [in the old Faw Building], and is ready to take orders for all kinds of monuments, tombstones and other marble work.”

30 June 1887. Johnson City Comet.

“Mr. Remine has in his yard in this city marble sills for the front of J.W. Hunter’s new store house. One piece is more than 12½ feet long.”

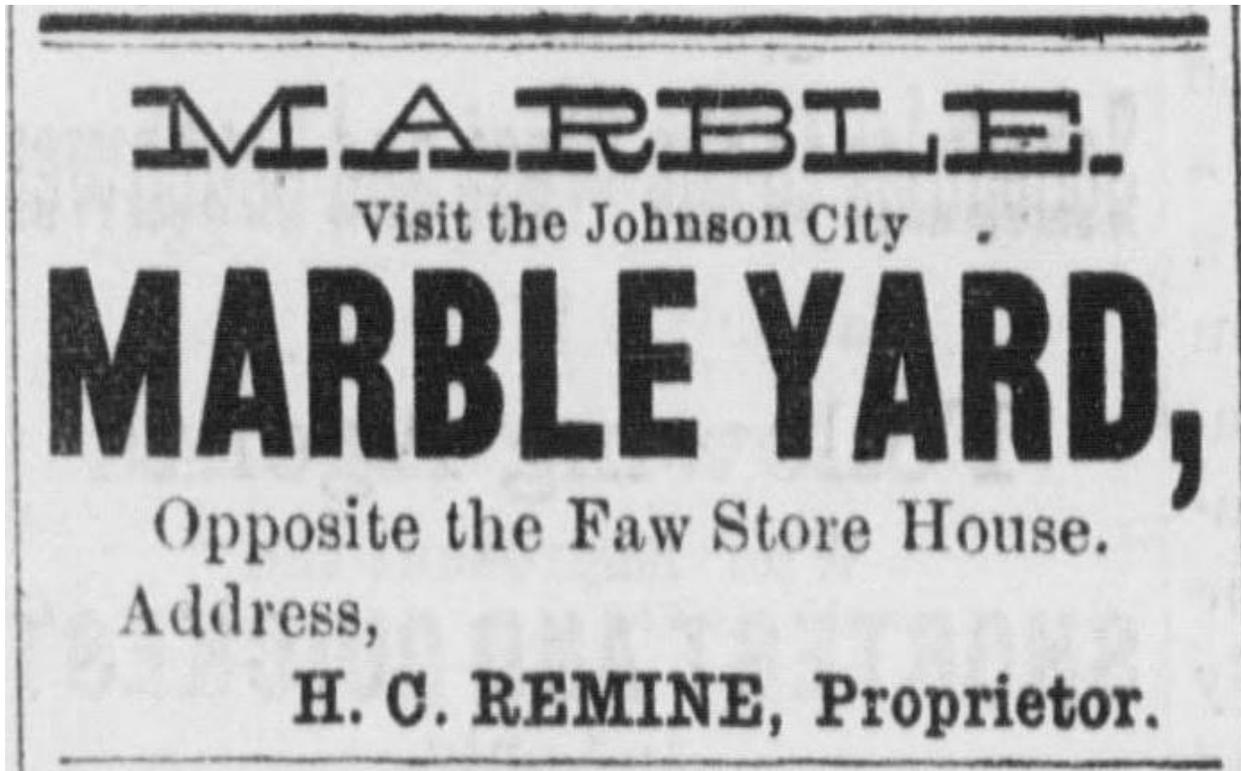


Figure 21. Johnson City Comet, 7 June 1888.  
This advertisement ran until at least 16 January 1890.

6 March 1890. Johnson City Comet.

“Marble! Marble!! Put orders on time for building trimmings, door and window sills, lintels, hearths, skewbacks, mantles, etc. Nice, smooth-sawed, sand-rubbed stone at \$2.05 a cubic foot; beautiful bright marble at \$3.05. Monuments, and Tombs in finest material. H.C. Remine, Johnson City, Tenn.”

5 June 1890. Johnson City Comet.

“Remine’s marble yard is being removed from East to West Market street near the creek. The yard vacated is to be occupied by a handsome block of storehouses to be built by Kinchelo Hale.” This was the only reference, found by the author, to storehouses being built by Kinchelo Hale. Apparently, these were not actually built.

2.2. Joseph P. Summers Building and the Yellow Cab Terminal Buildings, 1914 – 1973  
(Northeast Corner of East Market Street and Railroad Street)

Idol Inn Cafe, 1914 to at least 1916

Plaza Cafe, here? by 1921 to at least 1925

Southern Café, dates not found

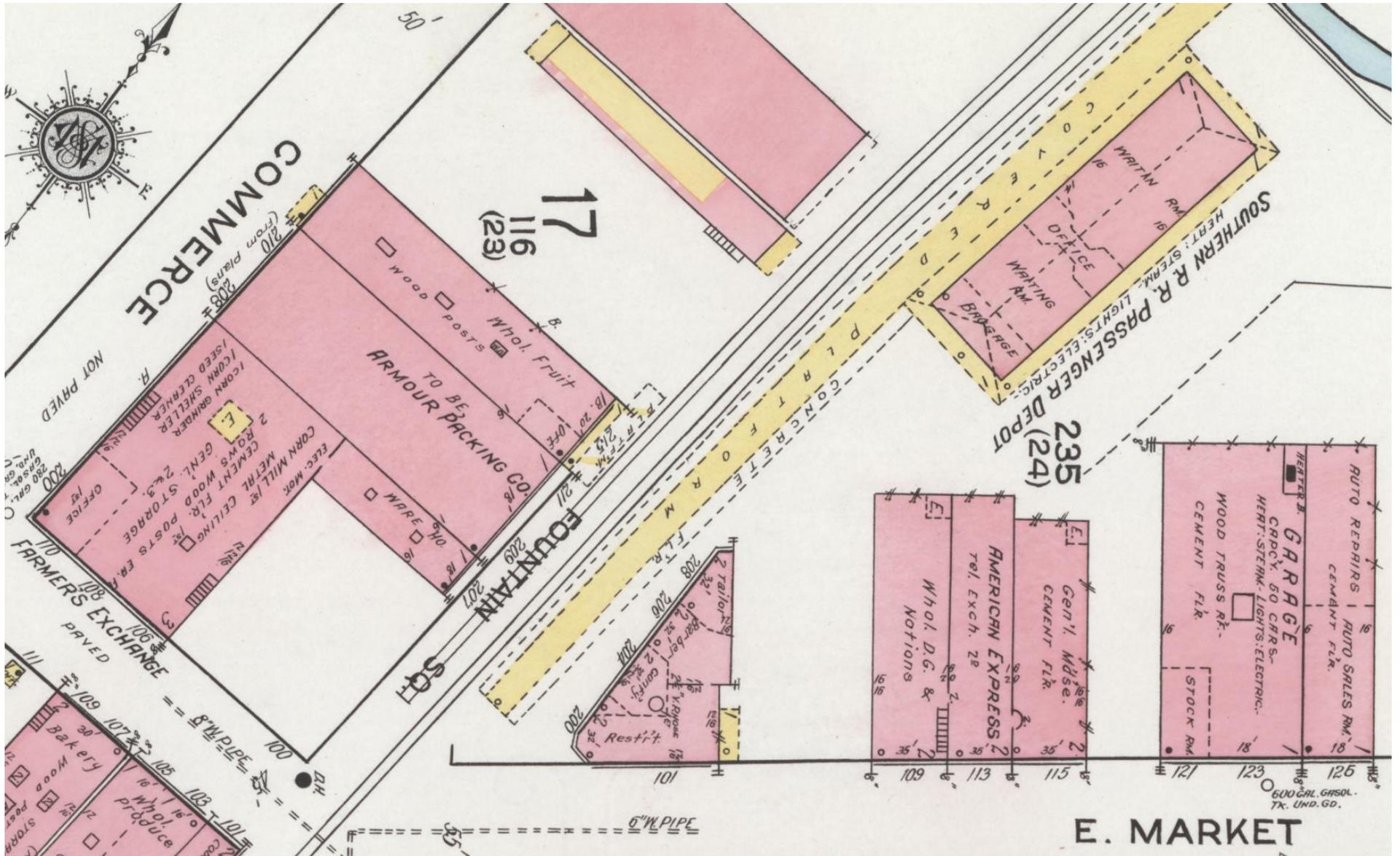
Byrd's Restaurant, 1956 – 1972

Unaka National Bank, here 1918

Excelsior Tailor Shop,  
by 1919 to at least 1920 (but no later than 1927)

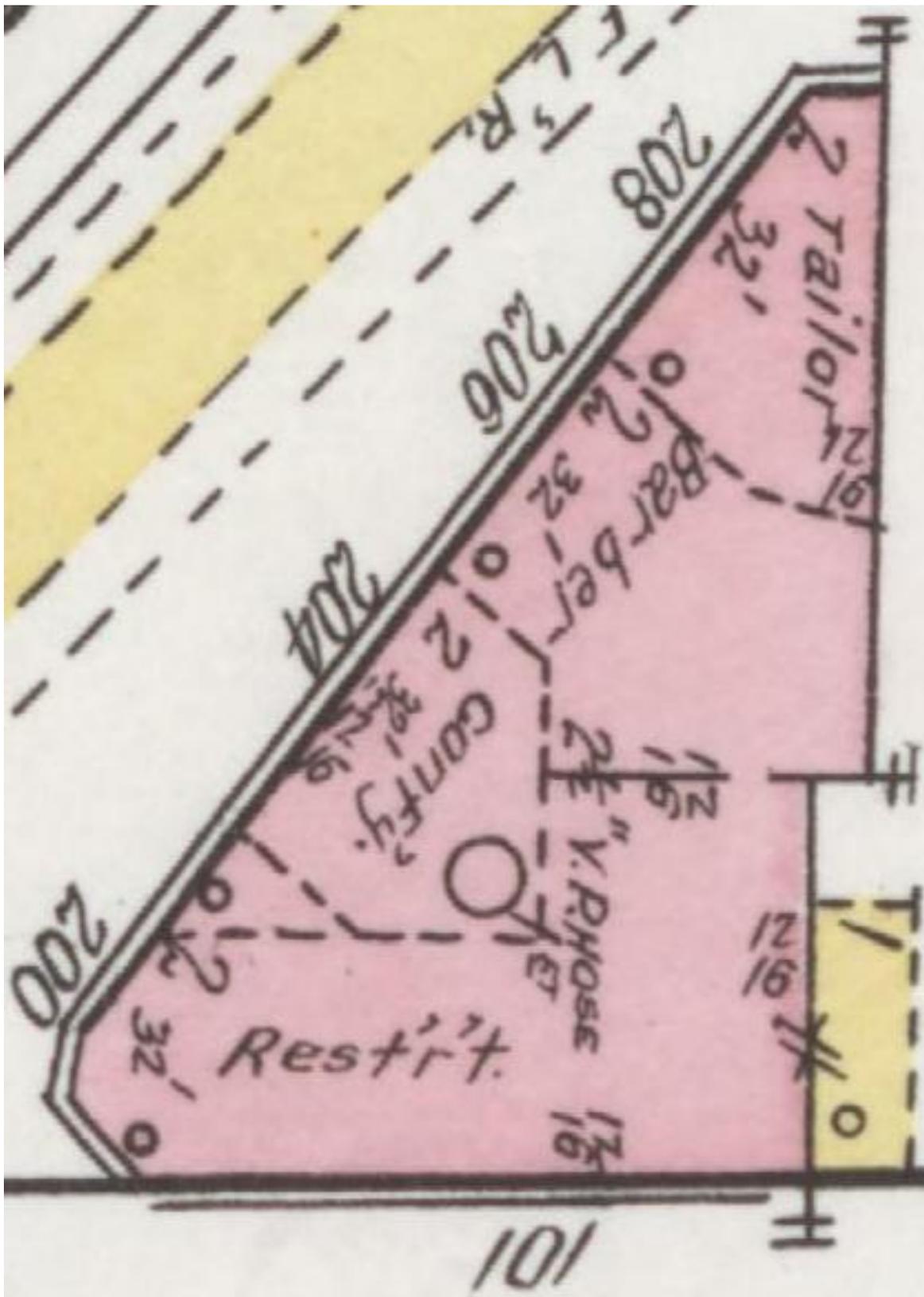
Unaka Barber Shop, here? by 1920? to at least 1928

Zimmerman's News Stand, by 1928 to at least 1946

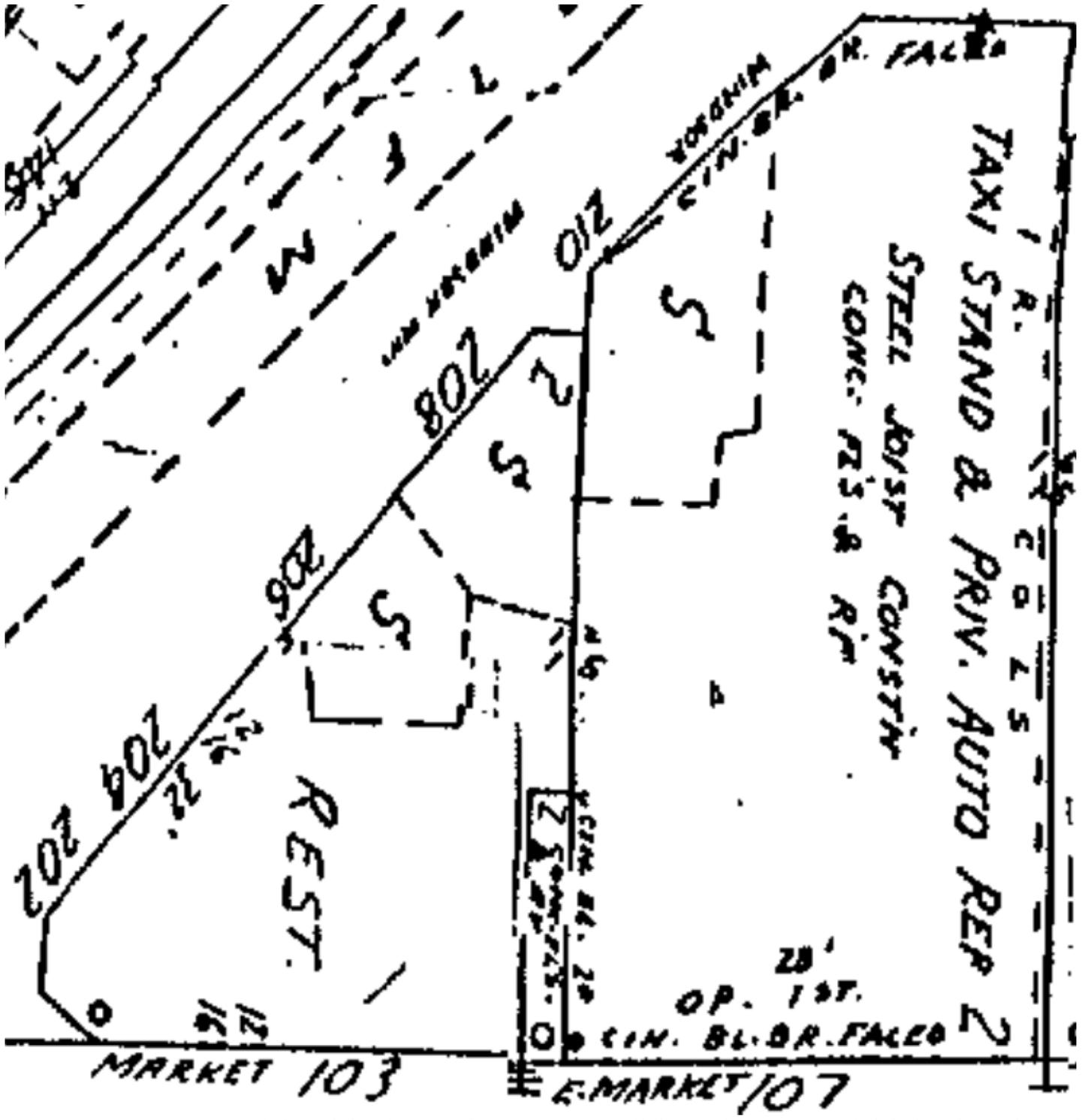


Map 6A. February 1920. Note the Joseph P. Summers Building, the triangular structure in the lower center of this map, below and to the right of the “Covered Platform” of the “Southern R.R. Passenger Depot.”





Map 6B. February 1920. The two-story brick Joseph P. Summers Building was constructed in 1914 in place of the old T.A. Faw Building. It was occupied by the Excelsior Tailor Shop (“Tailor,” 208 Railroad Street) and, perhaps, the Unaka Barber Shop (“Barber,” 206 Railroad Street). At this time, the “Rest’r’t.” at 101 East Market Street was probably occupied by either Idol Inn Café (1914 to at least 1916) or the Plaza Café (here? by 1921 to at least 1925). Regrettably, the author has not identified the Confectionery (“Conf’y.”) at 204 Railroad Street.



Map 7B. June 1927. From left to right: the Joseph P. Summers Building and a two-story, brick-faced “Taxi Stand & Priv. Auto Rep” facility (apparently the “Yellow Cab Company Terminal”) at 107 East Market Street. In the Joseph P. Summers Building, it appears that the partition, in place between the “Barber” shop, 206 Railroad Street, and the “Rest.,” 101/103 East Market Street, in 1920, has been moved. The shop at 204 Railroad Street (a confectionery shop in 1920) has been removed, with most of its space taken over by the restaurant and a part of the unidentified shop (“S”) at 206 Railroad. See Map 6B.



Figure 1A. A detail from 19 April 1941. Note Fountain Square (near the center of the image), with the “East Fountain Square block” (the Hart, Crouch and Crandall buildings) along the right (east) side. Also note the Joseph P. Summers and Yellow Cab Terminal buildings between “East Fountain Square Block” and the Southern Railway Passenger Depot (at the top of the image). Finally, note that the Yellow Cab Terminal (to the right of the Summer Building) appears to be a single-story building in this image. Other buildings visible in this image include (from south to north (bottom to top) and west (left) of the Southern Railway mainline, the Hotel Windsor, the Arlington Hotel, the Taylor Brothers Building, and the “warehouse block.”



Figure 1B. A detail of the Joseph P. Summers and Yellow Cab Terminal buildings, with the Hart Building in the right foreground and the Southern Railway Passenger Depot at the top left.



Figure 2A. A detail that includes from left to right, across the top: the Taylor Brothers Building and the “warehouse block.” From left to right, across the Southern Railway mainline: the triangular Joseph P. Summers Building, the one-story Yellow Cab Terminal Building, and the Southern Railway Passenger Depot on 19 April 1941. Note the John Sevier Hotel in the lower right corner.



Figure 2B. A similar view to that provided in Figure 2A, above, but with the image adjusted to provide more detail.



Figure 2C. Another detail of the Joseph P. Summers Building (left) and the Yellow Cab Terminal (single-story building, center) on 19 April 1941.



Figure 3A. A detail from an aerial photograph taken on 1 March 1947. The roofs of the Joseph P. Summers Building and the new two-story Yellow Cab Terminal are visible behind the “East Fountain Square Block,” note that the Hart building has been removed and the Parks – Belk addition constructed in its place. Also note the Taylor Brothers Building, as well as the “warehouse block” along the west (left) side of the Southern Railway mainline. Finally, note the Southern Railway Passenger Depot in the top right of this image.

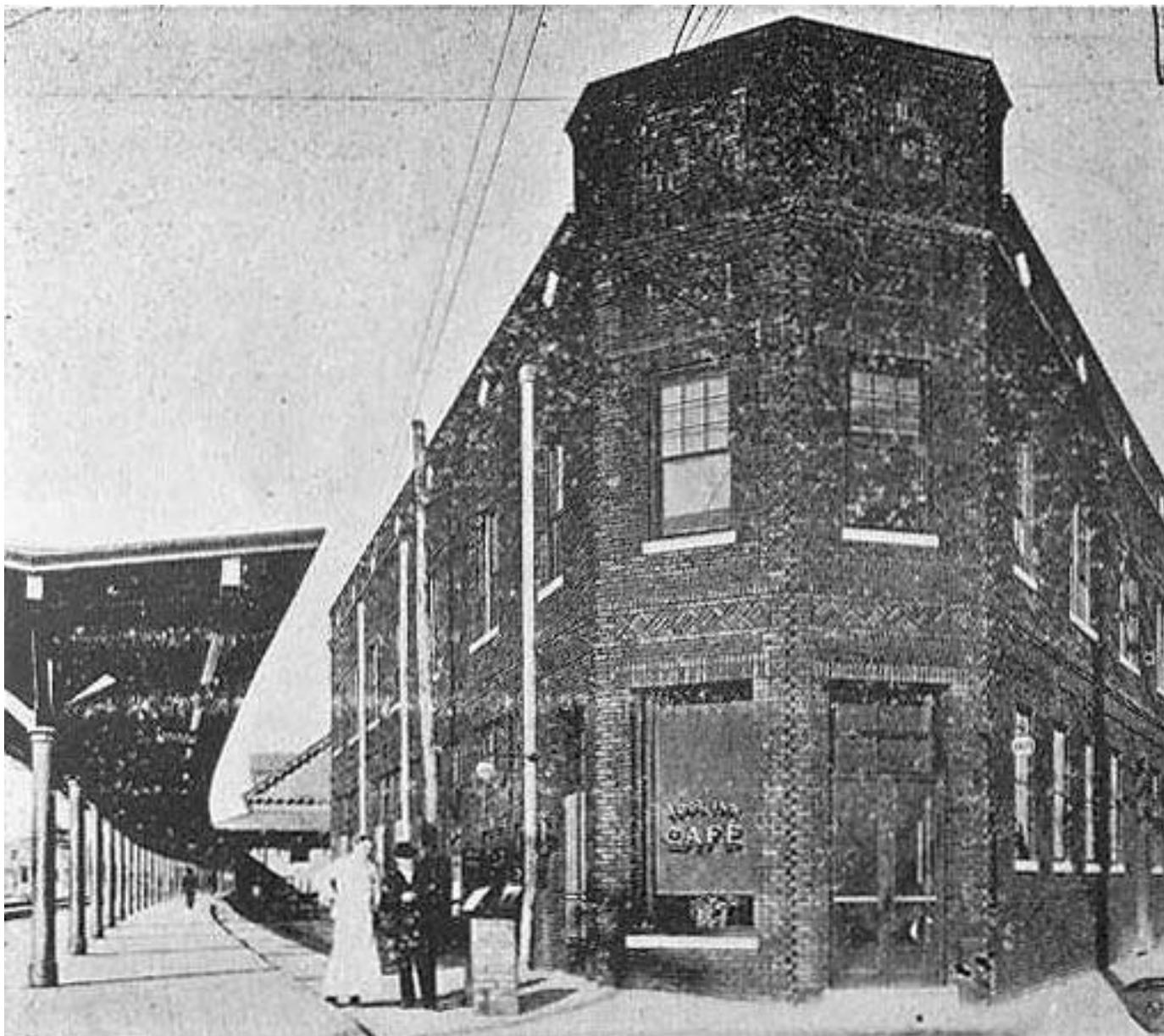


Figure 22. “This looks like the Byrd’s Restaurant building. The photo is from 1915 and says ‘Idol Inn Cafe.’ The Southern Depot was built around 1912 so this block may have been relatively new when the photo was taken. The ad says ‘The Idol Inn is a cafe of refined elegance’ so this may have been one of the best restaurants in town at that time.”<sup>31</sup>



Figure 22A. A detail of the “Idol Inn Cafe,” note the interesting brickwork.



Figure 23. The Joseph P. Summers' building at night. Note the platform of the Southern Railway Passenger Depot on the left, and Byrd's Restaurant on the right. Also note that the awnings on the right are consistent with those in figures 25 and 26 (which appear to date to about 1965).<sup>32</sup>



Figure 24. "Byrd's Restaurant," in the Summers Building, by 1959. Note that the location of the door has been changed in comparison to Figure 22.<sup>33</sup>



Figure 25. “Byrd’s Restaurant – 101 E. Market – Owners – Mr. & Mrs. Harry Byrd – Student’s Home Away from Home- Sandwiches – Sea food – Steaks – Chops – Spaghetti”, in the Joseph P. Summers Building, by 1965. Note the entrance is now a double door and that the “Byrd’s Restaurant” sign on the right is a different color from that in Figure 26. Also note the “Yellow Cabs” sign on the right.<sup>34</sup>



Figure 26. “The Student’s Home Away From Home.” “Byrd’s Restaurant – Sandwiches – sea food – Steaks – Chops – Spaghetti – Homemade Pies – 101 E. Market – Mr. & Mrs. Harry Byrd – Owners”, by 1967.<sup>35</sup>



Figure 9A. A detail. The light-colored parking deck was built on the land previously occupied by the T.A. Faw building, the Joseph P. Summers Building, the Yellow Cab Terminal and the Southern Railway Passenger Depot. The Farmers Exchange Building and the Taylor Brothers Building are visible on the left, with the “warehouse block” behind them and the “Century Link Building” (this location was previously occupied by the Inter-Mountain Telephone Company Exchange Building) near the top center. The Crouch and Crandall buildings are visible on Fountain Square near the center of the image. The light-colored Hamilton Bank National Building (foreground) and the John Sevier Hotel (right side) can also be seen.

Table 1. Some Occupants of the Joseph P. Summers Building, 1914 – 1973

	208 Railroad Street	206 Railroad Street	204 Railroad Street	101 East Market Street	103 East Market Street
1914				Idol Inn Cafe 1914 to at least 1916	
1919	Excelsior Tailor Shop, by 1919 to at least 1920				
February 1920	“Tailor” (Excelsior Tailor Shop)	“Barber” (Unaka Barber Shop?)	“Conf’y” (Unidentified)	“Rest’r’t.” (Idol Inn Cafe? Plaza Cafe?)	
1921		Unaka Barber Shop by 1920 to at least 1928		Plaza Cafe, here? by 1921 to at least 1925	
June 1927	“S” (Store) (Zimmerman, News Stand?)	“S” (Store) (Unaka Barber shop?)	“Rest.” (Plaza Cafe?)		
1928	Zimmerman, News Stand, by 1928 to 1941 (still here?)	Unaka Barber Shop, by 1928			
1946			Southern Café (no dates found)		“Get-A-Way” Hotel, by 1946
1956			Byrd’s Restaurant, 1956 – 1972		

Note: It appears that the Unaka National Bank temporarily occupied one of 204, 206 or 208 Railroad Street in 1918. Regrettably, the author did not locate any information on which of those.

2.2.1. Joseph P. Summers Building, by 1914 – 1973

101/103 East Market Street (also 202 and 204 Railroad Street)

Idol Inn Cafe, 1914 to at least 1916

Plaza Cafe, here? by 1921 to at least 1925

Byrd's Restaurant, 1956 – 1972

2.2.1.1. Idol Inn Cafe, 1914 to at least 1916  
(101/103 East Market Street, also 202 and 204 Railroad Street)

# **Announcement**

We take this method of announcing to our many friends and patrons that we have moved into our new building at the junction of Market street and the Southern railway. We are better equipped to serve you in a more modern and up-to-date manner than formerly. In fact Johnson City has never possessed such a place where an epicure's appetite can be satisfied so thoroughly as we are prepared to serve him here.

Besides our restaurant we have adjoining there-to a first class and well stocked fountain and cigar stand.

Our location, our service and our stock make us the leaders of Johnson City in the restaurant business. Call and see us.

## **Idol Inn Cafe**

**Chas. H. Idol and Gabriel Molteni, Proprietors.**

Figure 27. Johnson City Comet, 24 September 1914.<sup>36</sup>

1 October 1914. Johnson City Comet.

“The Idol Inn Cafe. Messrs. Chas. H. Idol and Gabriel Molteni, are now domiciled in their new quarters in the Joe P. Summers building, corner Market and Fountain square, near the new Southern passenger station.

These gentlemen have equipped a first class dining room and special order service.

They have also in connection a modern soda fount and ice cream parlor, which is in charge of Mac Shipley, formerly with the Palace.

They also handle fancy fruit of all kinds.

We trust the public will appreciate this new institution and give them liberal patronage.”

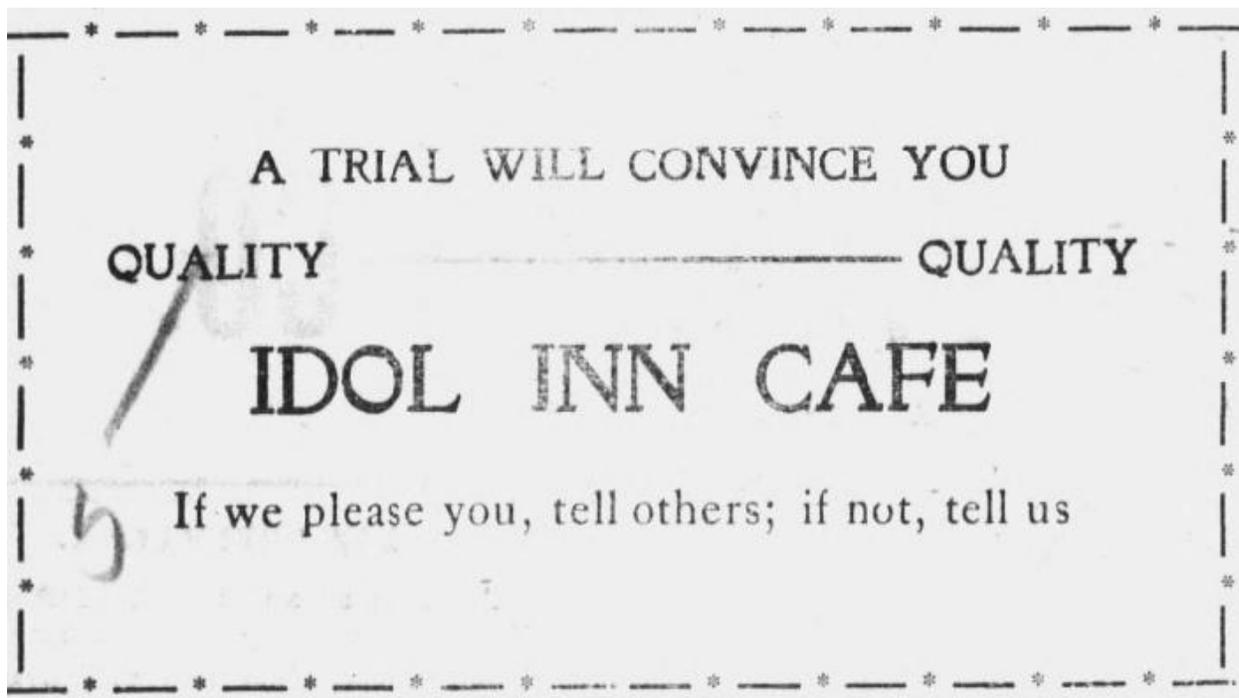


Figure 28. Johnson City Comet, 17 February 1916.

2.2.1.2. Plaza Cafe, here? by 1921 to at least 1925  
 (101/103 East Market Street, also 202 and 204 Railroad Street)  
 Note: This enterprise is tentatively placed here, see Table 1.

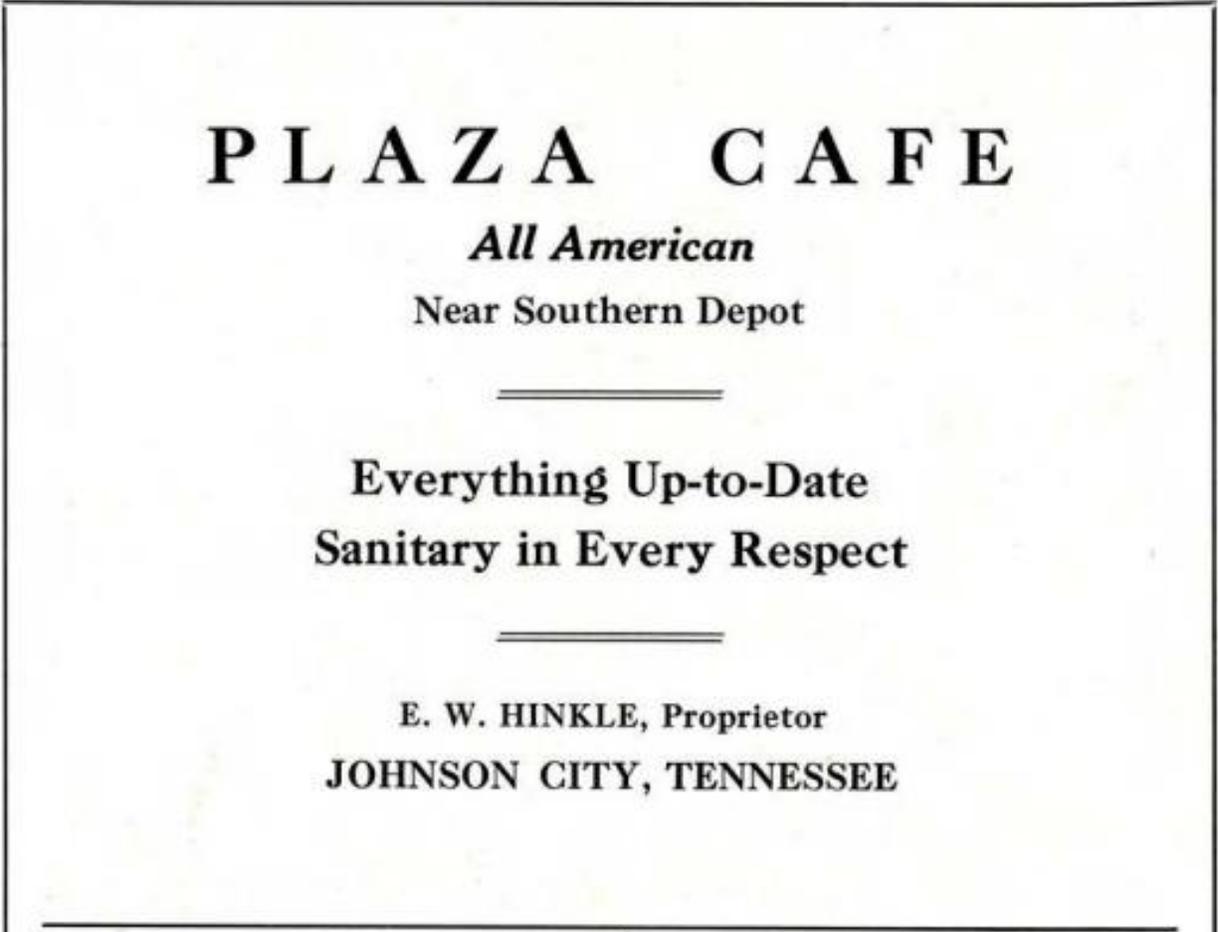


Figure 29. Old Hickory, 1921.<sup>37</sup>

Table 2. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City,” for the Year Ending 31 December 1925.<sup>38</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Plaza Cafe	Cafe	8	6		

2.2.1.3. Southern Café, dates not found (but before Byrd’s Restaurant opened here in 1956)  
 (101/103 East Market Street, also 202 and 204 Railroad Street)

2.2.1.4. Byrd's Restaurant, 1956 - 1972  
(101/103 East Market Street, also 202 and 204 Railroad Street)

## We Are Again Ready To Serve You!



THE NEWLY REMODELED  
AND ENLARGED  
**BYRD'S**  
RESTAURANT  
WILL NOW ACCOMMODATE  
**40 MORE CUSTOMERS**

We were "bustin' at the seams" every day with crowds of folks who appreciate fine foods . . . We had to do something, so we did . . . We just closed up for a couple of weeks and made the place bigger! Now we are open again, redecorated and enlarged to serve you better. We also feature a family table to seat eight persons. Depend on BYRD'S for fine, homecooked meals at a price for any budget.

**FREE!**  
**COFFEE--**  
**DONUTS**

9 A.M. to 11 A.M.  
Friday, June 27

**FREE!**  
**STRAWBERRY**  
**SHORTCAKE**

2 P.M. to 4 P.M.  
Friday, June 27



**FEATURING--**

- STEAKS
- CHOPS
- SEA FOODS
- SALADS
- SANDWICHES
- PLATE LUNCHES

*We Specialize In*  
**HOME MADE**  
**PIES**

*Try Us! You'll Like Our Food-- And Our Good Service*

# Byrd's Restaurant

Located In The Heart Of Downtown Johnson City

101 W. Market St.

Phone 5548

Figure 30. Johnson City Press, 26 June 1958.

**11 YEARS**

1956

1967

**BYRD'S  
RESTAURANT**

101 E. Market      926-7242

Private dining room seating  
40. Delicious home  
cooked foods.

Mr. & Mrs. Harry Byrd.

Figure 31. Johnson City Press, 22 January 1967.<sup>39</sup>

**Season's Greetings  
WE WILL BE CLOSED  
DEC. 23rd**

thru

**JAN. 2nd**

**TO GIVE OUR EMPLOYEES A WELL  
DESERVED VACATION**



**A Very Merry Christmas**

**BYRD'S  
RESTAURANT**

**101 E. MARKET ST.**

**926-7242**

Figure 32. Johnson City Press, 24 December 1967.<sup>40</sup>

Interior Photographs of Byrd's Restaurant (Organized clockwise from the main door)



Figure 33. “‘The Student’s Home Away From Home.’ Byrd’s Restaurant...” by 1967. This view appears to look toward double window along East Market Street, the main door and counter are on the right.<sup>41</sup>



Figure 34. "Byrd's Restaurant," by 1962. Note the counter in the background.<sup>42</sup>



Figure 35. "Byrd's Restaurant – 'Student's Home Away from Home' – Sandwiches – Sea Food – steaks – Chops – Spaghetti," by 1964. Note the counter in the background.<sup>43</sup>



Figure 36. "Byrd's," by 1965. This view appears to look toward the northeast corner, note the wood paneling.<sup>44</sup>



Figure 37. "Byrd's" by 1964. Another view that appears to look toward the northeast corner.<sup>45</sup>



Figure 38. "Byrd's Restaurant," by 1960. This view appears to look toward the window on the south side (along East Market Street).<sup>46</sup>



Figure 39. "Byrd's Restaurant," by 1963. Another view, which appears to look toward the window on the south side (along East Market Street).<sup>47</sup>



Figure 40. Byrd's Restaurant, by 1966. Another view, which appears to look toward the window on the south side (along East Market Street).<sup>48</sup>

2.2.1.4. Byrd's Restaurant, 1956 – 1972  
(101/103 East Market Street, also 202 and 204 Railroad Street)

24 December 1972. Johnson City Press.

“Byrd’s Restaurant closes after 16 years” “The last meal was served and the end came at 3 p.m. Sound like an execution scene? It wasn’t quite that dramatic but it was the death of one of Johnson City’s oldest restaurants. Byrd’s Restaurant, 101 E. Market, closed its doors for the last time yesterday afternoon, after serving home-cooked meals for more than 16 years. Harry and Faye Byrd, 407 Oak, restaurant proprietors, became two more victims of the city’s urban renewal plans. The [Joseph P. Summers] building housing the restaurant, along with other buildings in the same area, have been purchased by the city and will be demolished and removed to make way for the current renewal project. The Byrds say they have greatly enjoyed their work and their dealings with the people of Johnson City but they added they will welcome a break in the routine and a long deserved rest. Most of the customers who have eaten at the restaurant will be sad to see it go, because Mrs. Byrd said most of the people who ate at their establishment were old customers. She explained that some of her oldest customers were those who only passed through the Tri-Cities area a couple of times a year, and always stopped by on their visits. She said others from as far away as Florida have searched out the restaurant after hearing about the quality of the food. Some of the older merchants near the restaurant recently told the Byrds that there was an appreciable increase in the number of customers in their stores after the restaurant began operation in 1956.

Once a very popular place with students from East Tennessee State University, Mrs. Byrd said she was often a counselor for them when they had problems. Although the Byrd’s rarely advertised their little restaurant, they said they didn’t need to, their food did it for them. The Byrds will remain in Johnson City, but they say they have no other plans at the present time. With the closing of Byrds an era of the city ends, and a new one begins.”<sup>49</sup>

Note: The OCR (Optical Character Recognition) for this article was less than perfect. The author has attempted to reassemble the text in the proper sequence; however, some material did not fit and was left out. Errors are possible.

2.2.1.5. Unaka National Bank, here 1918

Note: It appears that this enterprise temporarily occupied either 204, 206 or 208 Railroad Street, see Table 1.

6 July 1918. Johnson City Comet.

“Back Home – The Unaka National Bank, who has been in temporary quarters in the [Joseph P.] Summers building for several weeks are now at home in their beautiful remodeled and enlarged building. The interior has been entirely refilled and important changes made to the outside, and they now have a convenient and commodious banking house.”

2.2.1.6. Excelsior Tailor Shop, by 1919 to at least 1920 (but no later than 1927)  
(208 Railroad Street)



**EXCELSIOR TAILOR SHOP**  
A. G. PEELER, Proprietor

**CUT                      TRIM                      MAKE**  
**Men's and Young Men's Clothes**

Cleaning, Steam Pressing, Dyeing and Repairing.  
Hats Cleaned and Blocked. Ladies' Work a Specialty.

Summers Bldg., 208 Railroad St. New Phone 374.

Figure 41. Old Hickory, 1919.<sup>50</sup>

**Excelsior Tailor Shop**  
**A. G. PEELER, Proprietor**

**CUT, TRIM, MAKE MEN'S AND YOUNG MEN'S CLOTHES**

Cleaning, Pressing, Dyeing and Repairing  
Hats Cleaned and Blocked

**208 Railroad Street    New Phone 374    Summers Building    Johnson City, Tennessee**

Figure 42. Old Hickory, 1920.<sup>51</sup>

2.2.1.7. Unaka Barber Shop, here? by 1920? to at least 1928  
(208 Railroad Street)

This enterprise is tentatively placed at this location, see Table 1.

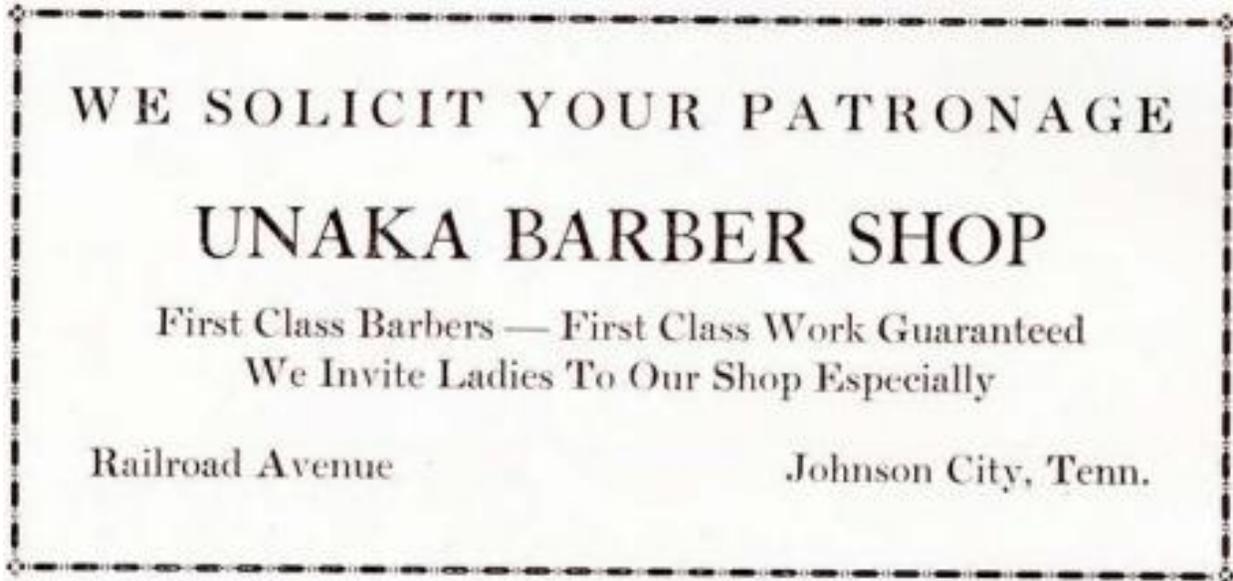


Figure 43. Old Hickory, 1928.<sup>52</sup>

2.2.1.8. Zimmerman's News Stand, by 1928 to at least 1946

Note: From the available information, it is unclear which storeroom in the Joseph P. Summers Building was occupied by this enterprise.

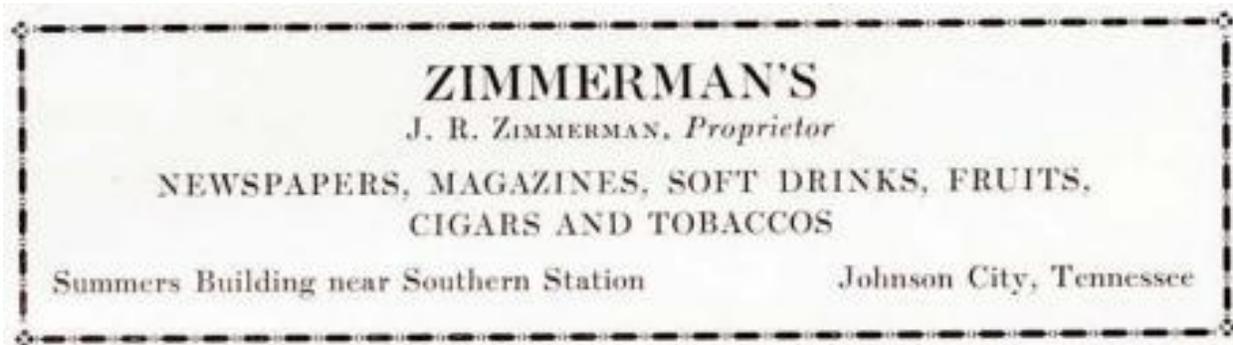


Figure 44. Old Hickory, 1928.<sup>53</sup>

This and similar advertisements ran until at least 1930.

1930s. “Bob Cox’s Yesteryear.”

“Recently, I spent an enjoyable afternoon in the home of Frank and Sara Tannewitz, savoring stories of life in downtown Johnson City in the 1930s.

The former SHHS [Science Hill High School] teacher and student counselor related his story: ‘I sold magazines after school and on Saturdays there. Saturday Evening Post, Collier and Liberty went for a nickel; Woman’s Home Companion and Ladies Home Journal cost a dime. My supplier was Zimmerman’s News Stand, owned by Carl and J.R. Zimmerman, near the old train depot. They let me pay for my magazines after I sold them, not before. I made about \$1.50 a week, being paid an average of about a penny and a half for each copy I sold. That allowed me to buy lunch at school for 15 cents, purchase cola and candy bars for a nickel each and attend a movie for about a dime. I made my rounds by walking up and down Main and Market streets from Fountain Square to Colonial Way carrying a bag full of magazines. I knew all the downtown merchants; they graciously let me sell inside their stores. Surprisingly, the store clerks bought more magazines than did their customers. I sold to passengers at the depot as they got on and off trains. I had more sales at the John Sevier Hotel and the Colonial Hotel than any of the others...’<sup>54</sup>

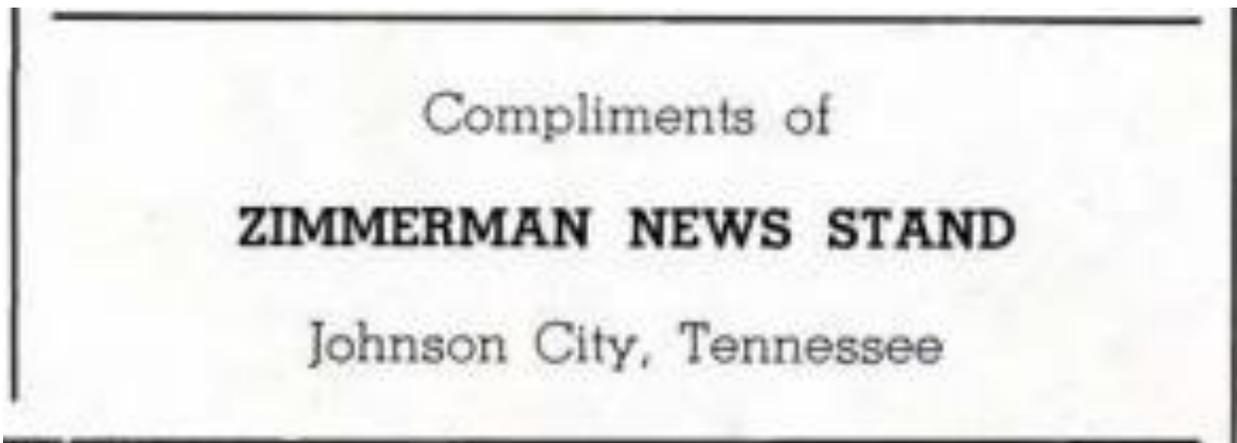


Figure 45. The Buccaneer, 1941.<sup>55</sup>

1967. “Zimmerman’s News Stand... the address was 210 Railroad in 1967 adjacent to the Southern RR Station close to Bryd’s Restaurant.”<sup>56</sup> “Zimmerman’s News Stand” may have moved into the “new” Yellow Cab Company Terminal Building as early as 1946 (when it opened).

#### 2.2.1.9. Second Floor of the Joseph P. Summers Building, 1918, 1946

7 September 1918. Johnson City Comet.

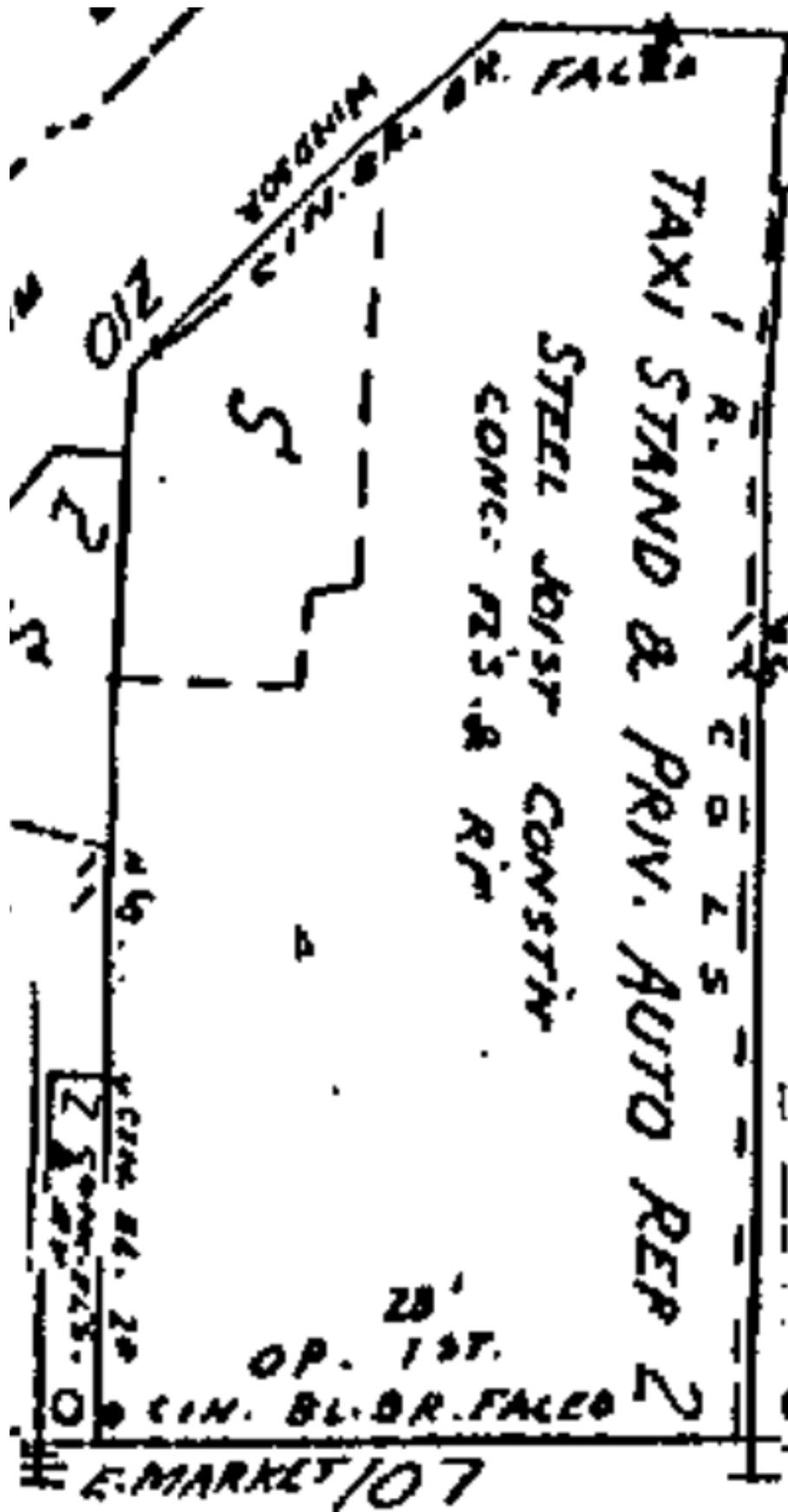
“Since young Thom’s departure for the training camp in New York, Col. Matson became too lonely in his apartments in the [Joseph P.] Summers building and has obtained apartments with Prof. and Mrs. Alexander, corner of Spring and Maple streets, where he is most comfortably domiciled.” Colonel Matson died in 1921. Note, it appears that his rank was an honorific.

By 1946, it appears that a portion of the restaurant had been converted into the “Get-A-Way Hotel,” or perhaps its lobby, with rooms on the second floor, see Figure 49.

2.2.2. Yellow Cab Company Terminal, by 1927 – 1973?  
(107 East Market Street)

Note: It appears that the Yellow Cab Company had three different buildings constructed at this location by 1927 to at least the early 1960s. The Yellow Cab Company facilities are included because the back of this building was occupied by stores that faced the Southern Railway mainline.

2.2.2.1. Two-Story Yellow Cab Company Building,  
Built between 1920 and 1927, removed by 1941,  
(107 East Market Street, see maps 6B and 7B)



Map 7C. June 1927. The two-story “Taxi Stand & Priv. Auto Rep” facility at 107 East Market Street, apparently operated by the Yellow Cab Company.



Figure 46. A photograph of a Yellow Cab Terminal building in Johnson City, perhaps at 107 East Market Street. If so, this is an image of the earliest, two-story, iteration of this facility and dates to around 1927, see Map 7C. Note the signs reading “Yellow Cab Co.” “Cabs” “Phone 5252” and “Gulf.”<sup>57</sup>

2.2.2.2. Single-Story Yellow Cab Company Building,  
Built by 1941 and removed by 1946,  
(107 East Market Street)



Figure 1B (reproduced here for convenience). A detail of the Joseph P. Summers and Yellow Cab Terminal buildings, with the Hart Building in the right foreground.



Figure 2D. A detail of the Yellow Cab Terminal (the single-story building on the left) on 19 April 1941.

2.2.2.3. Two-Story Yellow Cab Company Terminal Building, 1946 – 1973  
(107 East Market Street)

Zimmerman's News Stand,  
here, perhaps as early as 1946 to at least 1967



Figure 47. This image looks east on East Market Street, with the new two-story Yellow Cab Terminal on the left and the Parks – Belk Company addition on the right. Note the John Sevier Hotel in the left background. This photograph was dated to between 1950 and 1965.<sup>58</sup>



Figure 48. “Downtown Johnson City, Market Street, Early 1960s.” From left to right, the Yellow Cab Company Terminal Building (note the “5252 Yellow Cab Co. 5252” sign), the John Sevier Hotel (in the left background), “Nunn Bush Shoes,” and the “Parks – Belk” addition.<sup>59</sup>



Figure 48A. A detail of the “Yellow Cab Co.” at 107 East Market Street. Note the John Sevier Hotel in the background.



Figure 48B. Another detail of the “Yellow Cab Co.” at 107 East Market Street.



Figure 51A. A detail of the Yellow Cab Company Terminal, 107 East Market Street, in 1946. Note the Joseph P. Summers Building, on the left.



Figure 49. A photograph of the Yellow Cab Company Terminal dated 24 March 1946. The sign on the Joseph P. Summers Building on the left appears to read: “Get-A-Way Hotel,” regrettably, the author did not locate any other information on this hotel.

2.2.2.3. The Yellow Cab Company Terminal Building, 1946 – 1973  
(107 East Market Street)

# Announcing

## THE OPENING OF THE NEW YELLOW CAB TERMINAL

Johnson City's Most Modern Transportation Center  
Now The Home of the City's Oldest and Leading Cab Company.



### *Our Increased Efficiency Will Benefit You*

We regret that during the war years our service could not be kept up to the highest possible standard. This was due to the lack of cab replacements and repair parts. Now, as materials become increasingly available, we are making plans to bring Johnson City a cab service that will be unexcelled anywhere.

Above is a photograph of our new terminal, a building of which Johnson City can be proud. Downstairs is a cab dispatching area, our office and waiting room. A ramp leads to our big upstairs service shop where our cabs undergo frequent cleaning, disinfecting and overhauling. Another reason why "The Thinking Fellow Rides a Yellow."



Shown above are some of the men who have helped make the Yellow Cab Company a success. From right to left they are: (front row) D. B. Young, Assistant Manager; Edly Hughes, Assistant Manager; Leland Cox, Dispatcher and Night Manager; Milt Kriep, Dispatcher and Switchboard Operator; (back row) Bill Hurley and Ed Bishop, Dispatchers and Switchboard Operators.



H. T. SMITHDEAL, Owner

*"The Thinking Fellow Rides a Yellow"*

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# YELLOW CAB CO. 5252

PHONE

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● *Johnson City's BIGGEST, BUSIEST and BEST!*

Figure 50. Johnson City Press, 24 March 1946.<sup>60</sup>

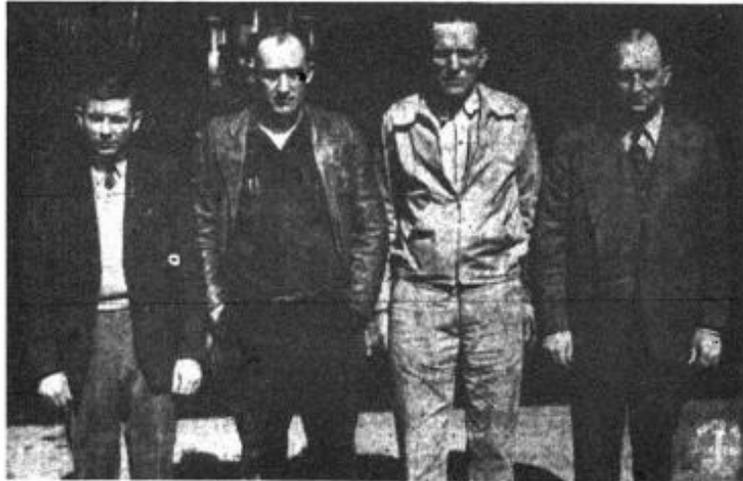
# CONGRATULATIONS... YELLOW CAB Co.

**We Are Proud of the Job We Have Done for You!**



Your new building reflects the highest standards of construction — and is evidence of the integrity and ability of the men who planned and built it.

At right are shown some of the men of the J. E. Green organization who played important parts in the construction of the new Yellow Cab Terminal. From left to right they are: B. R. Shannon, Engineer; H. C. Byrd, Foreman; E. R. Jackson, Superintendent; and J. E. Green.



## J. E. GREEN GENERAL CONTRACTOR

Miller-Artz Bldg.

State License No. 1183

Phone 707

Figure 51. Johnson City Press, 24 March 1946.<sup>61</sup>

NOW...

5

# ADDITIONAL 2-Way RADIO-EQUIPPED YELLOW CABS!

Five More Yellows Are Now Equipped With Modern 2-Way Radio To Bring You

## FAST SERVICE WITHOUT FAST DRIVING

All the advantages of two-way radio are yours when you call a Yellow Cab. This equipment enables our cabs to stand by in all parts of town, ready for instant response to your call. Next time you need a cab, give us a trial. There is probably a Yellow Cab within a few blocks of you which can be dispatched immediately.



## A MODERN FLEET of GOVERNOR-EQUIPPED CHEVROLETS

At left is shown part of our modern fleet of Chevrolets especially equipped for cab service. There are no more modern-equipped cabs in Johnson City. Upstairs in this up-to-the-minute terminal building is our complete service shop, where every Yellow Cab is cleaned and *disinfect*ed daily and kept at the very peak of mechanical condition for your safety.

More Than Ever Before, "THE THINKING FELLOW RIDES A YELLOW"

# YELLOW CAB CO.

## 5252—PHONE—5252

Below is shown the Yellow Cab Dispatchers Office and switch-board. From this location your call is instantly flashed to the Yellow Cab nearest you. Note the special time clock, which automatically signals any calls that have been left and scheduled trips to be made.



### FOR 21 YEARS YOU HAVE MADE US LEADERS IN OUR FIELD...

We need your help in order to give you the quality service you demand

We urgently request the cooperation of the public in reporting to the Yellow Cab management any discourtesy by any of their employees. We also will greatly appreciate your suggestions for the improvement of our service.

The managing staff of your Yellow Cab Company is composed of men with a background of many years of service to the public in this business. Our management and our drivers have a record of ability and reliability of which they are proud.



Figure 52. Johnson City Press, 8 July 1951.

10 November 1970. Johnson City Press.

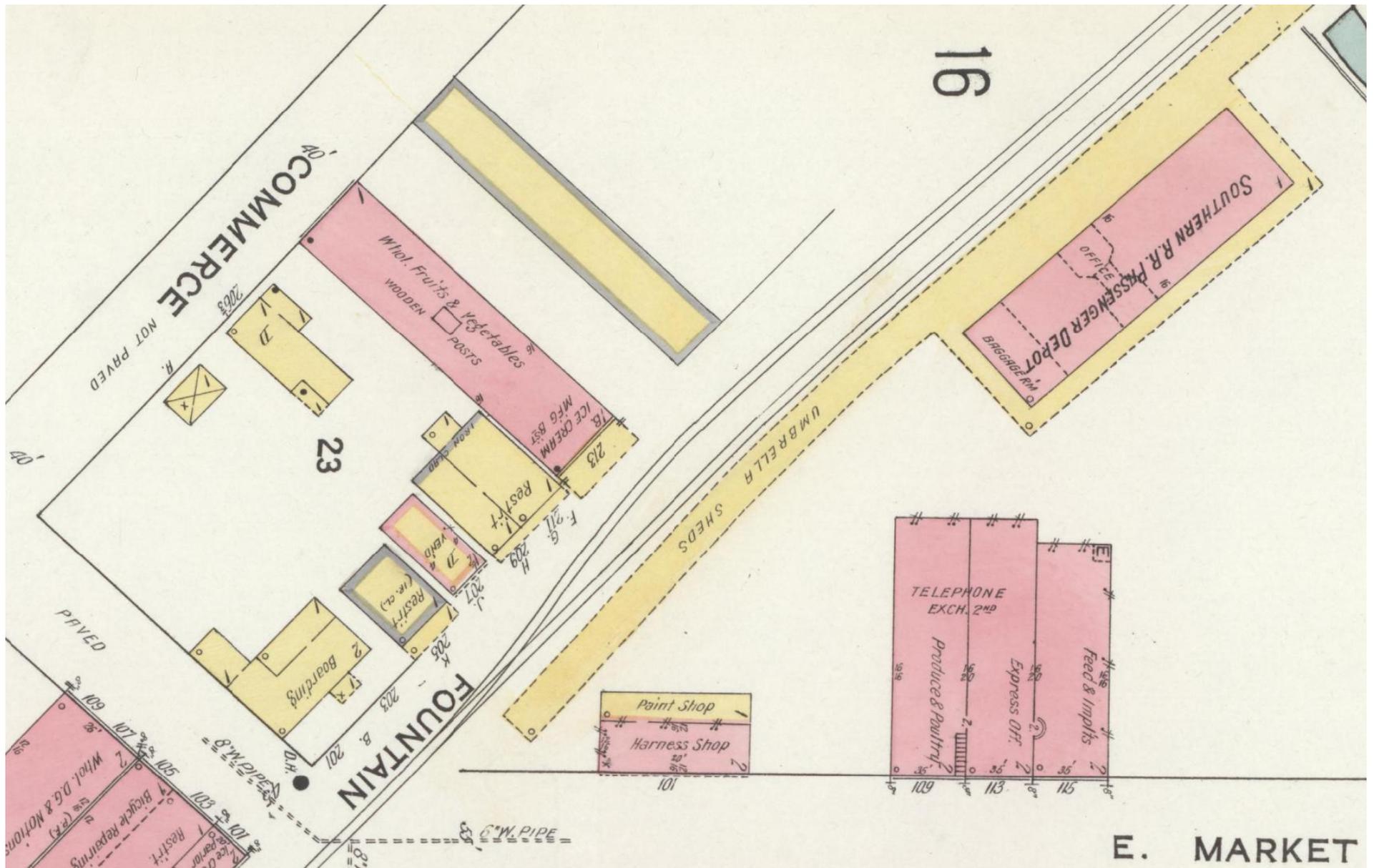
“Apply in person only (no phone calls) to the manager of Yellow Cab Company (Drivers Needed)”<sup>62</sup>

Note: Although this advertisement is not definitive proof that the Yellow Cab Company was still operating out of 107 East Market Street in 1970, it supports that they might have been. In 1972, the Johnson City Housing Authority had initiated a condemnation action against a Yellow Cab Company property, perhaps as part of their urban renewal effort.<sup>63</sup>

2.2.2.4. Zimmerman’s News Stand, here, perhaps as early as 1946 to at least 1967  
(210 Railroad Street, in the Yellow Cab Company Terminal Building)

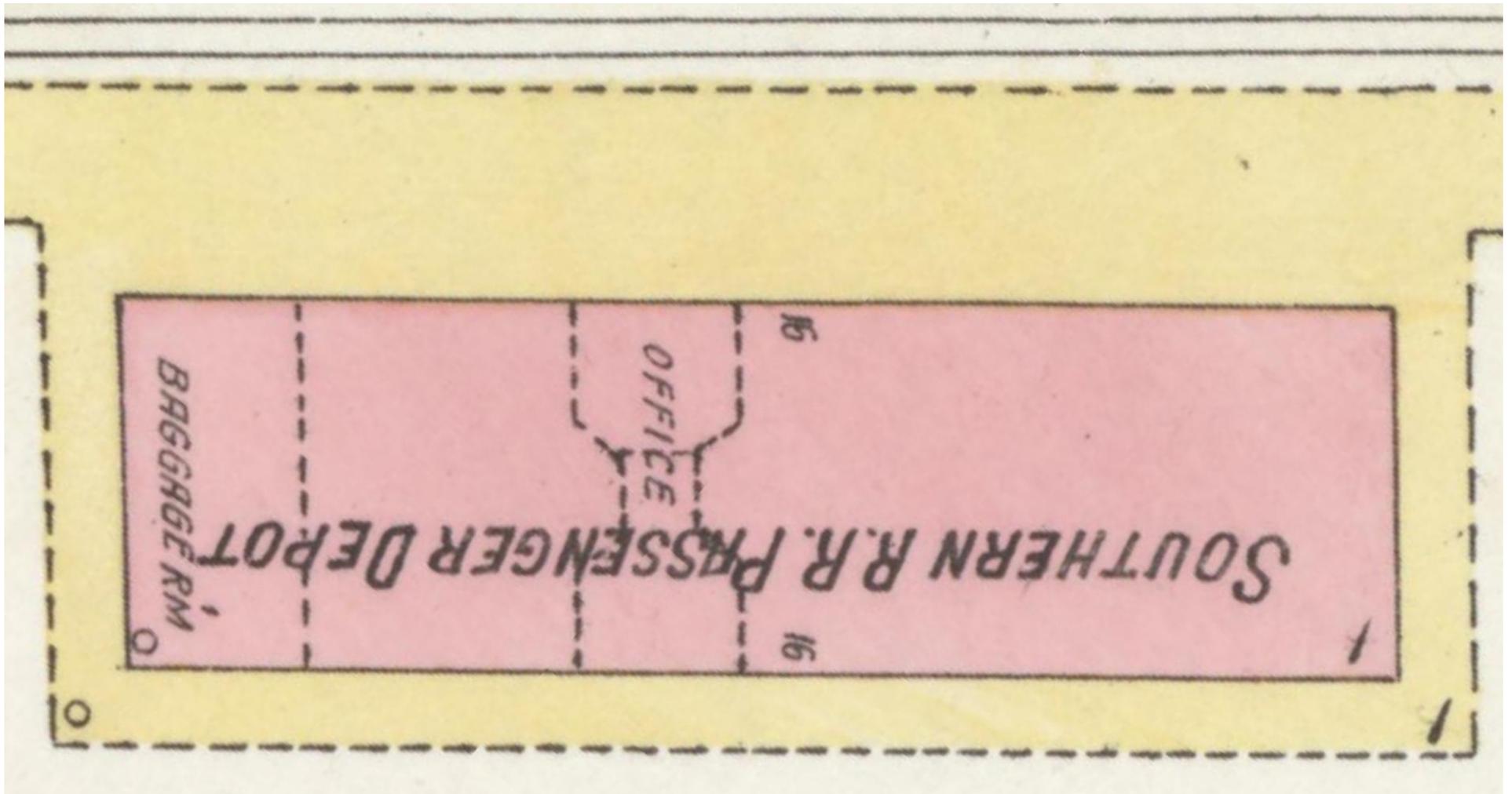
1967. “Zimmerman’s News Stand... the address was 210 Railroad in 1967 adjacent to the Southern RR Station close to Bryd’s Restaurant.”<sup>64</sup> “Zimmerman’s News Stand” may have moved into the “new” Yellow Cab Company Terminal Building as early as 1946.

### 3. Southern Railway Passenger Depot, 1910 – 1973

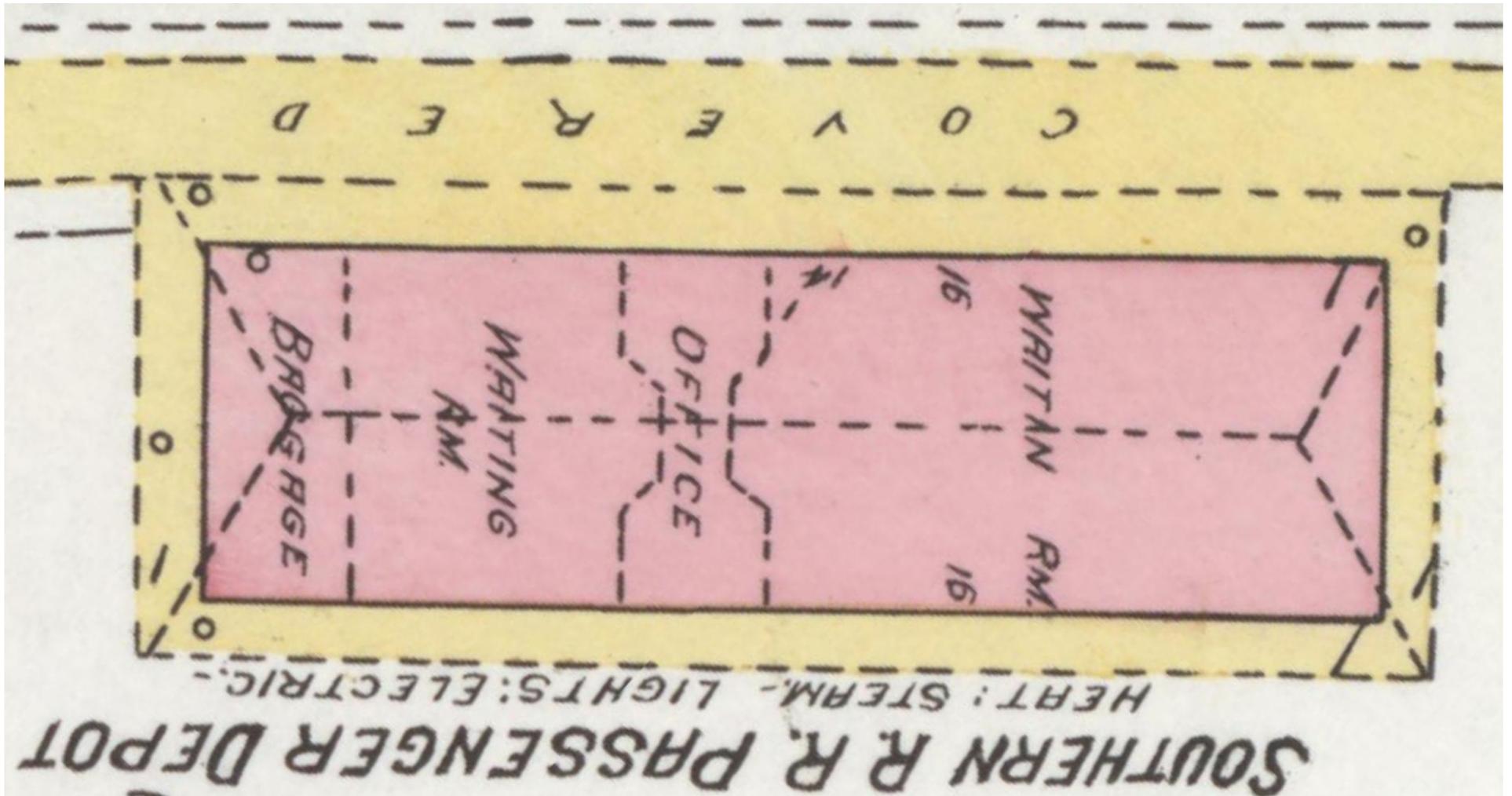


Map 5C. July 1913. Note the new “Southern R.R. Passenger Depot.” Historian Johnny Graybeal included a photograph of Brush Creek and the culvert through which it passed under the passenger depot’s platform in The Railroads of Johnson City. This culvert was in the top right corner of this image.<sup>65</sup>





Map 5D. July 1913, a detail of the "Southern R.R. Passenger Depot."



Map 6D. February 1920. Note: the June 1927 Sanborn Fire Insurance Company map of this structure does not contain any additional information on the Southern Railway Passenger Depot, and so the author chose not to include it (see Map 7A or 7D).



Figure 1C. A detail taken on 19 April 1941. Note the Southern Railway Passenger Depot to the right of the Southern Railway mainline.



Figure 3B. A detail, note the Southern Railway Passenger Depot near the center of this image, which was taken on 1 March 1947.

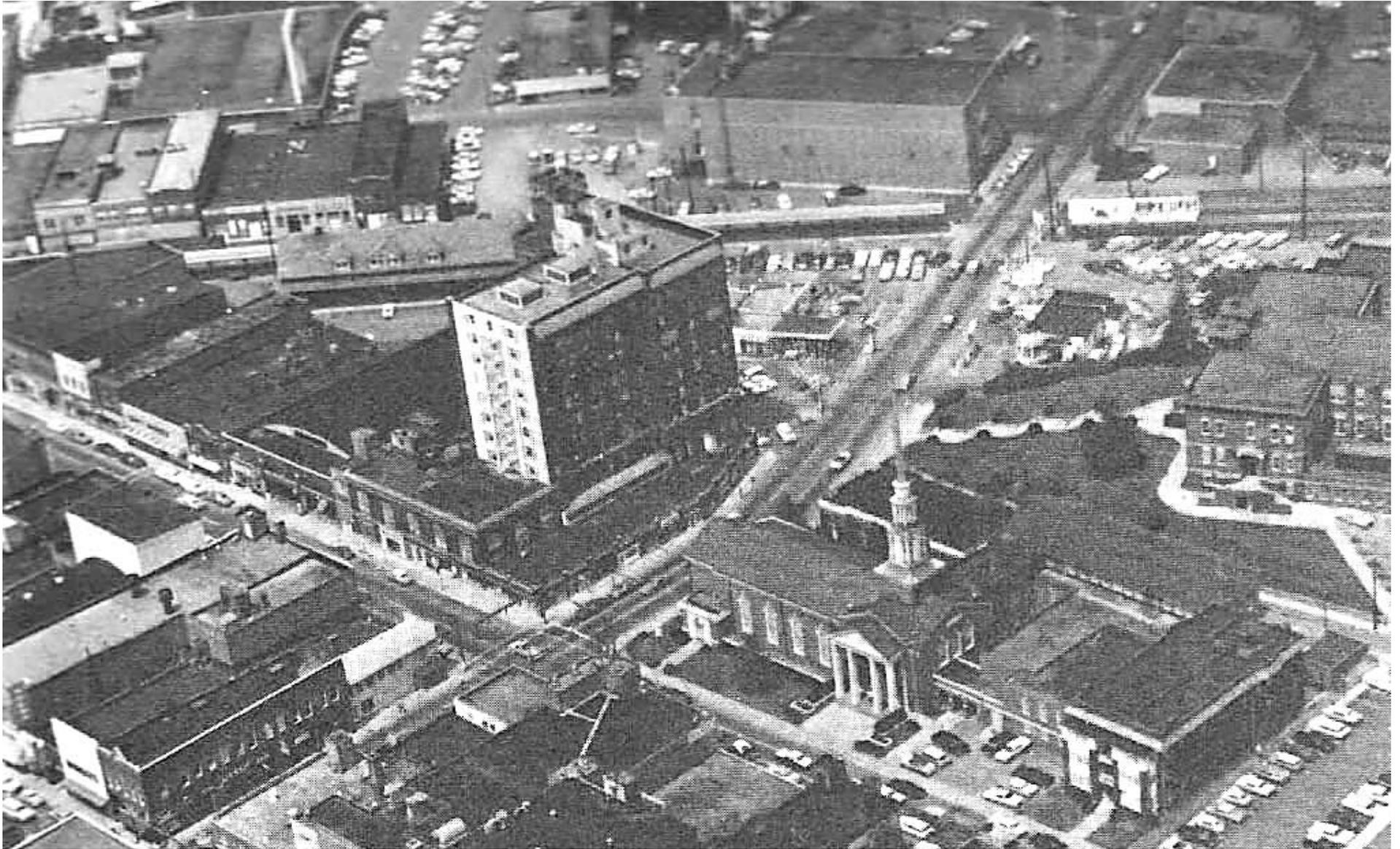


Figure 6A. “Downtown Aerial 1950s – John Sevier Hotel in left middle of photo”. Note the Southern Railway Passenger Depot to the left of the top of the John Sevier Hotel, as well as the Science Hill High School on the right. This photograph appears to date to 1958 or later.<sup>66</sup>



Figure 53. “Southern Railway Depot.”<sup>67</sup> It appears that the Joseph P. Summers Building has been removed, and, perhaps, the Yellow Cab Company Terminal Building as well. The building on the right of this image appears to be that at 117 or 119/121/123/125 East Market Street. Note the boom on the construction equipment (right center), apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973. In the left background, note the presence of the buildings at 130 and 132 Railroad Street, as well as the “Century Link Building” (this area was previously occupied by the Inter-Mountain Telephone Exchange Building).



Figure 53A. A detail of the Southern Railway Passenger Depot, apparently just before it was demolished in 1973.

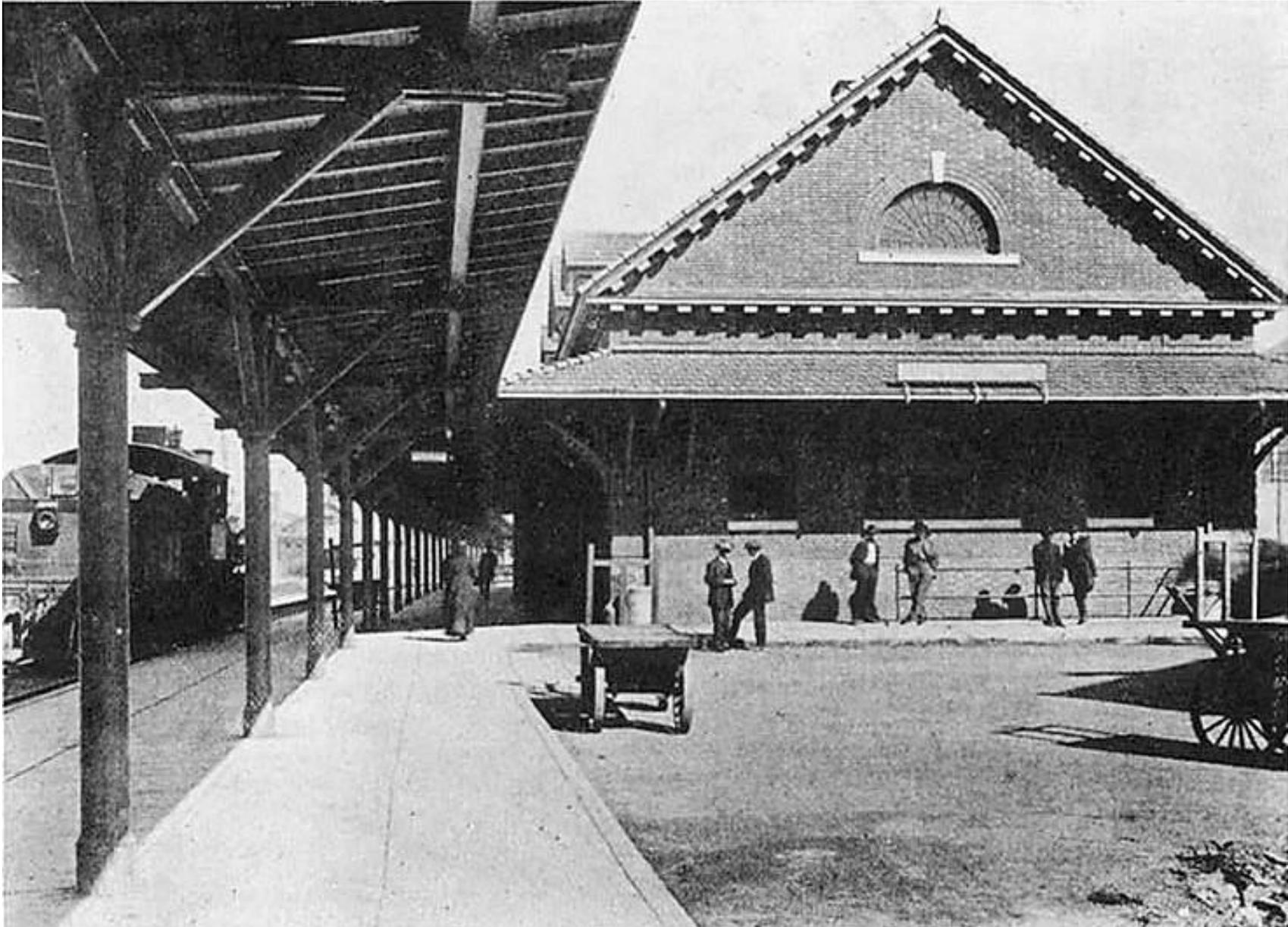


Figure 54. Historian Johnny Graybeal captioned this photograph: “This was the view that greeted Southern Railway passengers as they got off the train at Johnson City during the Twenties and Thirties. The depot was built out of brick, like so many buildings in Johnson City. Concrete was used extensively for the platform and walkways, along with steel supports for the canopy...” Note that the structure of the overhead cover is visible.<sup>68</sup>

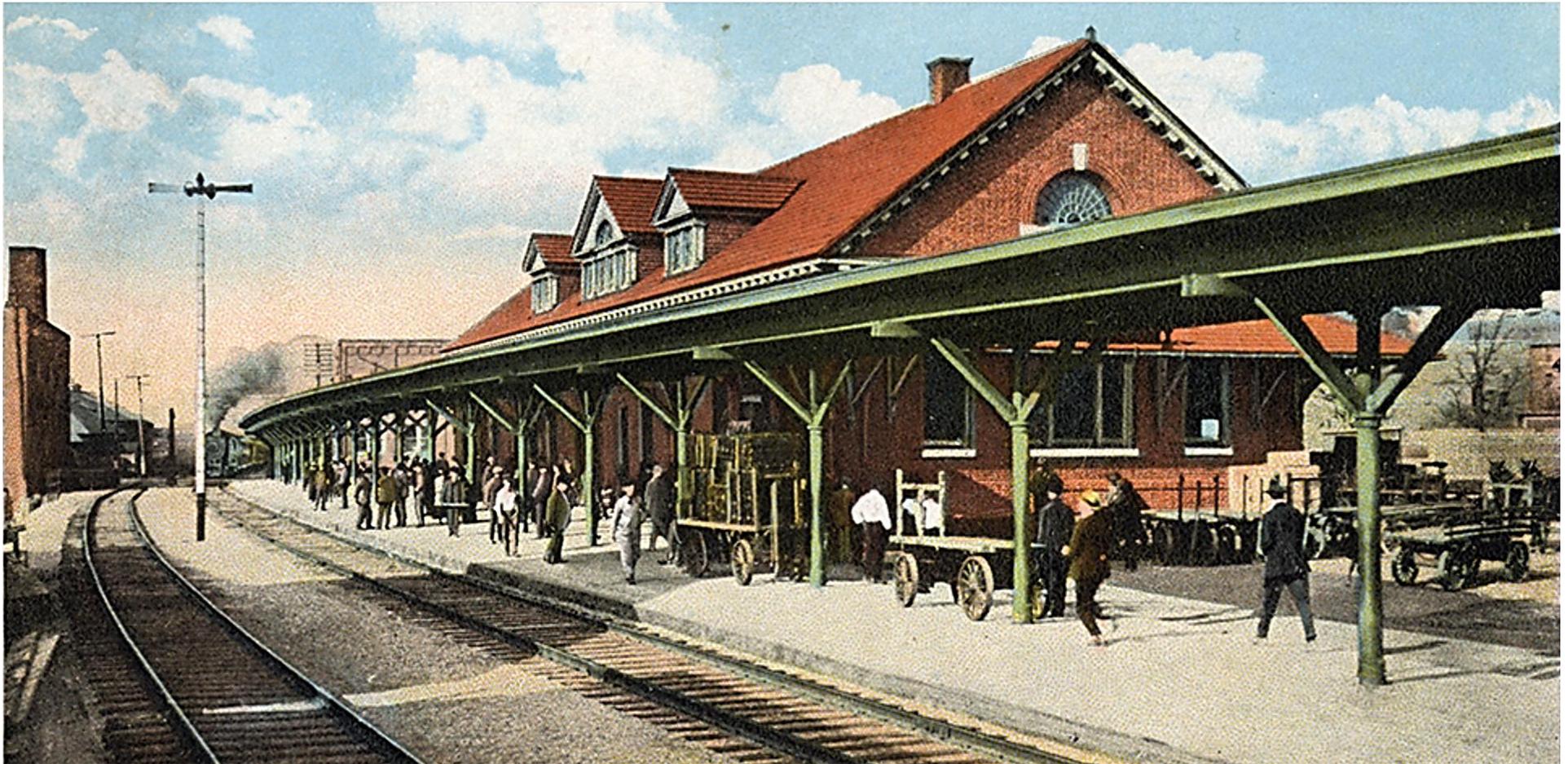


Figure 55. Southern Railway Passenger Depot. From left to right in the background note: a portion of the “warehouse block,” and the M.I. Gump Building on South Roan Street (visible through the overhead cover (just to the left of the depot building), while the structure on the right edge appears to be the original “Science Hill” School (however, that structure was removed in 1910).<sup>69</sup>

C.-37389

SOUTHERN R. R. STATION.  
JOHNSON CITY. TENN.



Figure 56. “Southern Railroad Station,” which looks rather new in this image. The building to the left of the station (visible through the supports of the platform’s overhead cover), was occupied M.I. Gump’s Wholesale Grocery (about 1902 – 1911), followed by “The H.T. Hackney Company” (1911 to at least 1919). The author has not identified the building in right background.<sup>70</sup>



Figure 57. "Southern Railway Depot, 200 North Railroad Avenue". Notice the M.I. Gump Building on South Roan Street, in the left background, as well as what appears to be the "new" Science Hill High School (built in 1910).<sup>71</sup>



Figure 57A. A detail of the Southern Railway Passenger Depot.



Figure 58. "Southern Railway Depot."<sup>72</sup> Note the John Sevier Hotel sign, behind the station. Note the construction boom over the depot, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973.



Figure 58A. A detail of the Southern Railway Passenger Depot, apparently just before it was demolished in 1973.



Figure 59. "Southern Railway Depot."<sup>73</sup> Note the John Sevier Hotel, behind the depot. Note the construction boom over the depot, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973.



Figure 60. “Southern Railway Depot.”<sup>74</sup> The structure in the left foreground is part of the “Century Link Building” (previously, this area was occupied by the Inter-Mountain Telephone Company Exchange Building). The structure between it and the Southern Railway Passenger Depot appears to be the building occupied by the garage at 127, 129, 131 East Market Street in 1927. The one-story brick building on the right appears to be the one located at 130 Railroad Street, the easternmost one in the “warehouse block.” Also note the Hamilton Bank Building in the right background.



Figure 61. "Southern Railway Depot."<sup>75</sup> Note the boom on the construction equipment, on the left, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973. The structure in the right background appears to be the building that was occupied by the Yellow Cab Company Terminal, at 210 Railroad Street and 107 East Market Street, at one time.



Figure 61A. A detail of the Southern Railway Passenger Depot, apparently just before it was demolished in 1973.



Figure 61B. A detail of the Southern Railway Passenger Depot, apparently just before it was demolished in 1973.



Figure 61C. Another detail of the Southern Railway Passenger Depot, apparently just before it was demolished in 1973.



Figure 62. “The Harrison Family Boards for New York – 1955” “Believed to be the largest all sons family (13) in the United States, the Emory Harrison family of Washington County, Tenn., recently boarded Southern Railway’s ‘The Tennessean’ at Johnson City, Tenn., for a trip to New York. There, Mrs. Harrison was bestowed the title of ‘Honor Mother of the Year’ and the family won \$3,200 worth of prizes on a television show. The Harrison boys were raised only a ‘rifle-ball shot’ from Davy Crockett’s birthplace near limestone, Tenn.”<sup>76</sup>

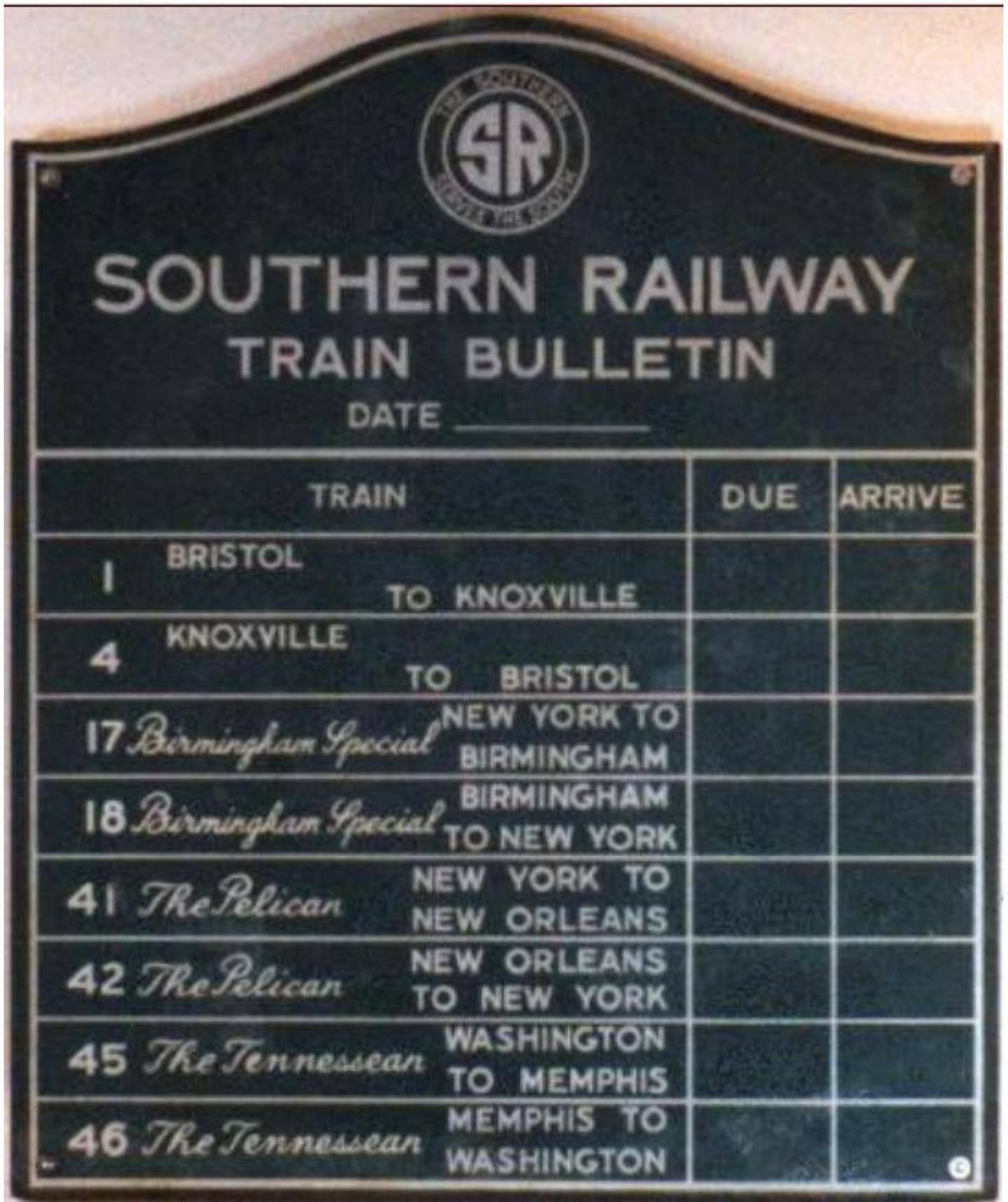


Figure 63. "Southern Railway Train Bulletin." This item appears to match the one behind the older boys in the photograph above (Figure 62).<sup>77</sup>



Figure 64. “Senator Estes Kefauver (Democrat Vice-Presidential Nominee in 1956) meets friends at Johnson City’s Southern RR Depot in 1951. Kefauver defeated 1<sup>st</sup> District Congressman Carroll Reece for his Senate seat in 1948 by a landslide vote and served until his fatal aneurysm in 1963 at the age of 60.” One sign, in the right background reads: “Western Union” and another appears to read “Cabs” (and to be located on the Yellow Cab Terminal Building at 210 Railroad Street and 107 East Market Street).<sup>78</sup>



Figure 65. The southern Railway Passenger Depot in 1969.<sup>79</sup>



Figure 66. Southern Railway Passenger Depot. It appears that this photograph was taken at about the same time as the one above (Figure 65). The structure to the left of the depot appears to be the building located at 119, 121, 123, 125 East Market Street (see Map 7A).<sup>80</sup>



Figure 67. “Southern Railway Depot.” Note the boom on the construction equipment, in the center of the image, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973. Also note the Hamilton Bank Building, between the boom and the depot. Finally, note that the structures in the left background appear to be the backside of buildings that front on to East Market Street. The one on the left appears to be the one identified as the garage at 127, 129, 131 East Market Street in June 1927. The next building to the right appears to be the one located at 119, 121, 123, 125 East Market Street (see Map 7A).<sup>81</sup>



Figure 67A. A detail of the Southern Railway Passenger Depot, apparently just before it was demolished in 1973.



Figure 68. “Southern Railway Depot.”<sup>82</sup> It appears that this photograph was taken from Roan Street. The “warehouse block” is visible on the right.



Figure 69. “First Load of Material for Johnson City’s New Ten Story Half Million Dollar Hotel,” the John Sevier, “March 20, 1923.” This image looks west across South Roan Street, with “Fonde Circle” on the right, leading to the Southern Railway Passenger Depot (right background). A portion of the “warehouse block” is visible to the left of the depot. Note the trolley track along South Roan Street. Also note the Unaka and City (later Hamilton) National Bank Building in the left background. The single-story structures behind the truck appear to be the greenhouses that belonged to the “Johnson City Floral Co.” at 129 and 131 East Market Street, while the taller building behind the greenhouses appears to be the “Garage” (for “50 cars”) at 121, 123, and 125 East Market Street (replaced by a garage with a capacity of 110 cars by June 1927). Finally, the taller building behind the “Garage” appears to be part of the two-story “Faw Block,” while the three buildings on the left appear to be at 128, 126, and 124 East Market Street (from left to right), see Map 7A.<sup>83</sup>



Figure 69A. A detail of the construction of the John Sevier Hotel, 20 March 1923.



Figure 70. Wataugan, 1952: "Science Hill High School students headed to Nashville. Photo taken from the front lawn of the old Science Hill High School on Roan Street. The Sevier Hotel to the left across Roan and the old Southern Railroad Station in the background..." The structure between the John Sevier Hotel and the Southern Railway Passenger Depot appears to be the building at 127, 129, 131 East Market Street, which was occupied by a garage in 1927. Also note the filling station on the right, which appears to have belonged to the Free Service Tire Company, at this time.<sup>84</sup>



Figure 71. “Southern Railway Depot.”<sup>85</sup> Note the construction equipment, on the right, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973. Also note the Taylor Brothers Building to the left of the passenger depot.



Figure 71A. A detail of the Southern Railway Passenger Depot, apparently just before it was demolished in 1973.



Figure 71B. Another detail of the Southern Railway Passenger Depot, apparently just before it was demolished in 1973.



Figure 72. "Southern Railway Depot."<sup>86</sup> Note the boom on the construction equipment, on the right edge, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973.

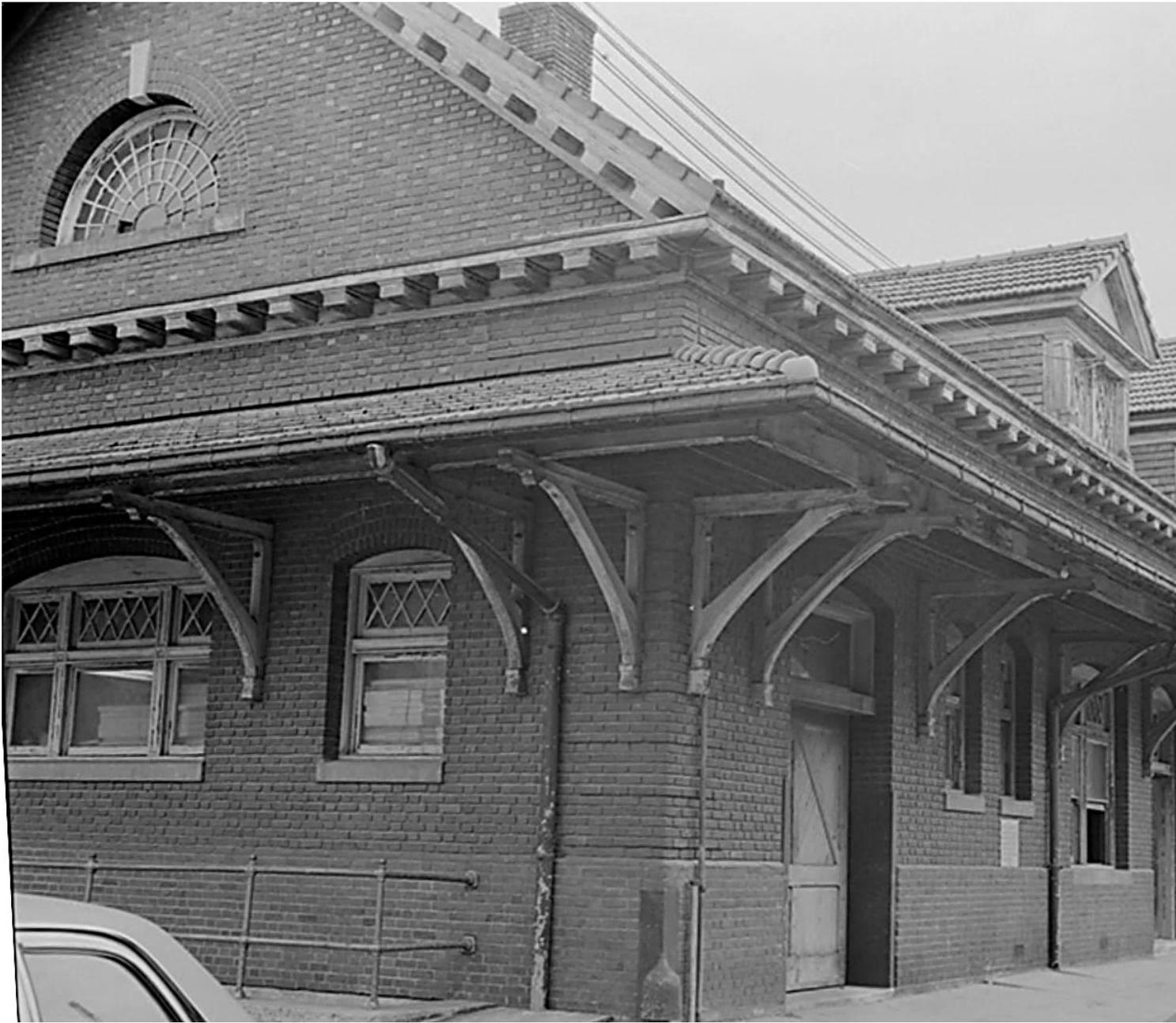


Figure 72B. A detail of the Southern Railway Passenger Depot, apparently just before it was demolished in 1973.

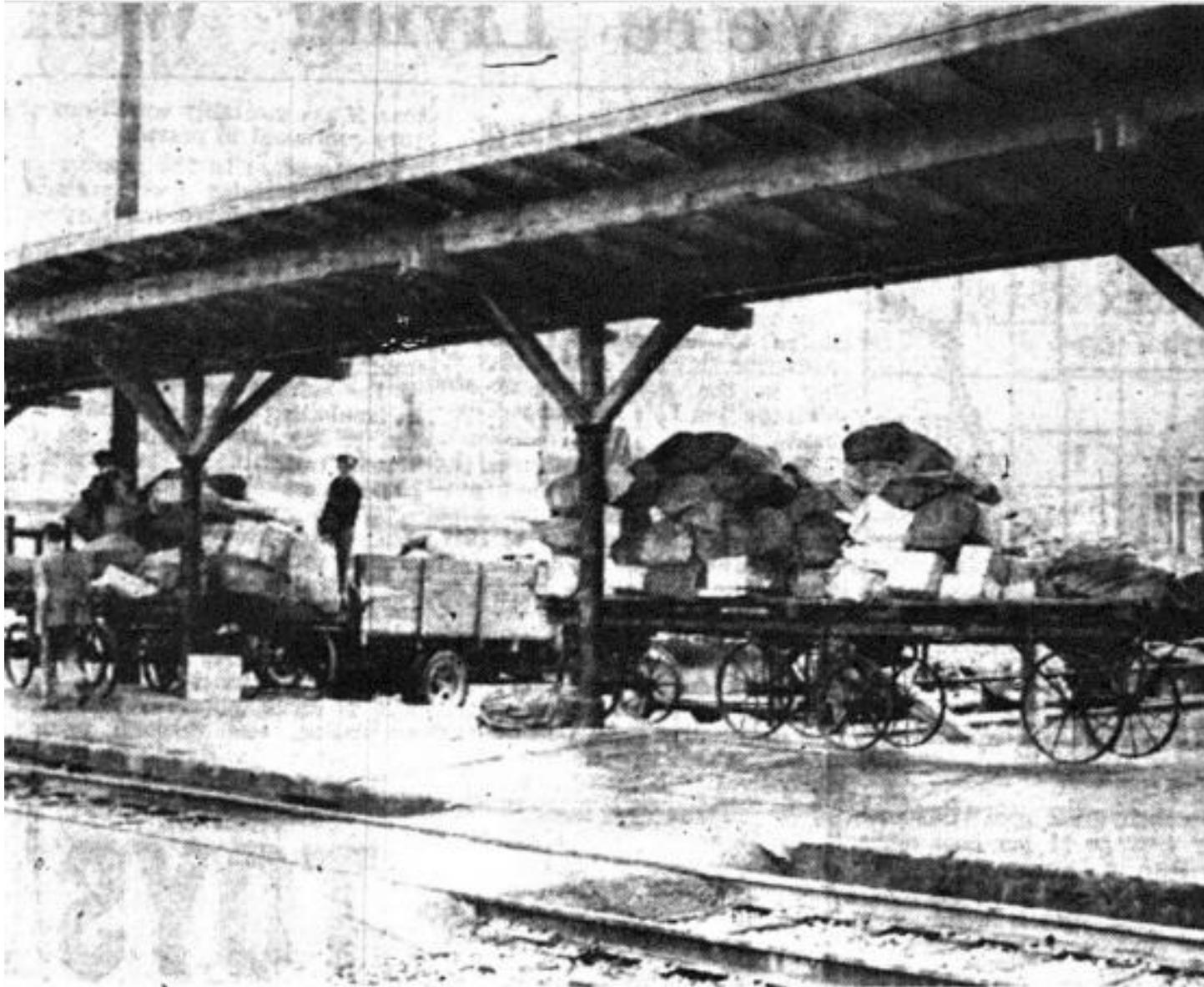


Figure 73. “Postman Charley Good has been with the postal service for 29 years and is used to the Christmas rush... photo showing mail piling up on carts at the Southern Railway Station in downtown Johnson City...” This “photo shows mail piling up on carts at the Southern Railway station – and the peak is not yet. But it’s Christmas – and postal and express employes have grown philosophical about the extra work. Added up the big volume of incoming and outgoing mail may point to a record total of postal money.” Johnson City Press, 19 December 1948.<sup>87</sup>



Figure 74. “This rush gets a fellow – Surely does this time of year, but postman Charley Good is used to it. He’s been with the postal service around 29 years. Charley is shown pausing for a deep breath before he takes on the heavy load...” Johnson City Press, 19 December 1948.<sup>88</sup>



Figure 75. "At twilight, waiting for the 'Tennessean,'" by 1973.<sup>89</sup>



Figure 76. "Pulling in for the last time," by 1973.<sup>90</sup>



Figure 77. "A final goodbye," by 1973.<sup>91</sup>



Figure 78. "All aboard. Please!" by 1973.<sup>92</sup>

### 3. Southern Railway Passenger Depot, 1910 – 1973

21 April 1910. Johnson City Comet.

“Southern Will Build New Depot – President sends Officer Here to Select Site and Plan for Early Construction of Handsome station to take Care of Our Present – Future Needs – Our dreams are about to come true and our prayers are about to be answered.

The Southern Railway has decided to construct new passenger and freight depots in Johnson City and will build something handsome that will take care of the future development of the city for many years.

The announcement yesterday that a special meeting of the Commercial Club was desired to discuss with Maj. Fonde, of the Southern, the question of a location for the new buildings, caused a large crowd of interested citizens to gather at the club room early in the evening.

The meeting was called to order by President Marshall and after a statement of the reason for the call, Maj. Fonde was asked to make a statement. He told the club that he had been requested by President Finley to come to Johnson City and locate a site and devise plans for the erection of a new depot. He said that he realized that Johnson City was destined to be a larger city and that a location would have to be selected and a depot built that would not only meet the present but future needs. He asked that the club express themselves freely on the location. Responses were made by S.C. Williams, J.T. Cecil, M.I. Gump, G.W. Hardin, S.H. Pouder, S.B. White, James A. Summers and others.

The site of the present depot with the addition of block east to Southern Express office was favorably mentioned, it being the most convenient to the other lines of railway. A site for a passenger depot between Roan and Market Street was suggested. Also the possibility of building the passenger depot on the old site, and the freight depot north of the railroad on the Love property.

S.C. Williams presented the following resolutions which was unanimously adopted:

Resolved, That the Commercial Club of Johnson City favors a union depot if found practicable by the railways interested; if not found feasible we desire it distinctly understood that we desire a new depot to be built by the Southern, alone, or in conjunction with another company or companies at a place near the present depot site, or the Fountain square; and we desire to assure the Southern Railway that there is no division of sentiment that would make it unadvisable for it to so build in its judgement.

Maj. Fonde thanked the club for the resolutions and assured them that while it was a big undertaking there would be no unnecessary delay. – From Daily Comet 15<sup>th</sup>.”

29 October 1911. Johnson City Comet.

“Southern Official Here to Look Over Ground – Maj. Fonde, the depot builder of the Southern, is in the city today and will probably select a site to locate the new passenger station is to get. The indications are that the Southern will not join the other railroads in a Union depot but will erect one upon its line at a point that suits best. This will probably be between Roan and Market street upon the south side of the track upon the Faw estate and adjoining lands, with an entrance from Market street by a short street to be opened. Johnson City really wants a joint station but will probably be delighted to get three single ones.”

9 November 1911. Johnson City Comet.

“The Southern railway officials told the railroad commissioners Monday that they were preparing to build a suitable passenger station and freight depot in Johnson City and would begin work on same within a few months. This probably means that the three railroads entering Johnson City will build separate depots unless there is a sensible and concerted movement upon the part of the people to demand a union passenger station, which the city should have, by all means. The Comet believes the Railroad Commission should be called upon to compel all three railroads to appear before it and show cause why they should not be compelled to build a handsome union depot that would be an ornament to the city. If the commission can compel one road to build a depot it can compel all three to build one, of course.”

21 March 1912. Johnson City Comet.

“New Depot for Johnson City. That Johnson City will have a new depot in the near future is now an assured fact. A prominent business man who is said to be on the inside of the deal, stated last week that the railroad company has just closed a deal for site and it is expected that work on the new building will begin as soon as the weather breaks. The site for the new station is on the east side of the railroad between Market and Roan streets, being more than a block northeast of where the present station now stands. It is said that the new building will be the finest along the line of this railway.

The land on the opposite side of the road [“on the north side of the track between Elm and Wellbourn streets and extending from King street back to Millard”] has also been purchased by the company and a new freight depot will be erected upon it.”

30 May 1912. Johnson City Comet.

“Passenger Station is Satisfactory Now that it is Enlarged – Officers Work to Please – Southern Officials Meet Committee of Citizens and Revise the Plans for the New Dept. – Vice-President and General Manager Copeman; Geo. R. Royal, general superintendent; Maj. Henry Fonde, general agent, and B. Herman, chief engineer, of the Southern railway company, came to Johnson City on a special train Friday night, a half day in advance of the time they were expected. In the limited time at Vice-President Copeman’s disposal, it was found impracticable to have a full meeting of the commercial club, but a number of our business men met the gentlemen and showed them over the city, the Soldiers Home, etc. Mr. Copeman was evidently pleased with the present upbuilding and future prospects of Johnson City, and in the later conference held on his car was ripe to concede enlargements and improvements in the plans for the passenger station.

He agreed that the former plans as submitted to the club should be enlarged as follows:

Entire width by 5 feet, making the building 40 feet wide. It will be 128 feet in length.

The white waiting room will be increased also in length, now giving 2,000 square feet of floor space in that room.

The ladies’ retiring room will also be increased by 5 feet in width.

The length of the interior will be increased to a 20 foot ceiling in the clear, from 14 feet. The height of the building is proportionately increased.

The building will be heated by steam or hot water heat instead of unsanitary stoves, as was provided by the former plans.

Best of all, which came after the longest and warmest insistence, but finally yielded by Mr. Copeman, was an umbrella shed from Roan street to public square, 721 feet long, covered with tile in keeping with the station roof.

At the conclusion of the conference the plans for the freight station, track and layout were shown in the meeting, and they showed an immense outlay for that station and its accessories. The freight station is 50 x 250 feet, two paved streets for wagon traffic through the station grounds, six tracks, three of them being team tracks. The estimate is \$78,500 for the freight house and appurtenances. This scale of improvement was a surprise to our business men, and was used as an argument by Mr. Copeman to hold down the cost of the passenger station; but he finally yielded to the argument that Johnson City was the coming and arriving city of the central south.

New plans are to be at once drawn for the passenger station, and it was indicated that work would be commenced within thirty days.

Maj. Fonde is urging expedition, as he desires to use the earth material from the grading of the freight site for the purpose of filling the passenger station to track level. Maj. Fonde has been the earnest and consistent friend of Johnson City throughout all negotiation. Superintendent Loyall has backed him up.”

12 September 1912. Johnson City Comet.

“Plans Made for the New Depot – The revised plans for the passenger station the Southern railway will erect in this city, have been sent to the Commercial club for examination and are being exhibited by Pres. Gump in the window at Gump Bros. It is presumed that the contract will be let at once and work on the new structure started before cold weather. The plan includes a butterfly umbrella shed from Market to Roan street, 725 feet and a modern station in every particular. The white waiting room is 37 by 54 feet and shows private rooms for gentlemen and women. Separating the white from the negro waiting room are the ticket and telegraph offices. Private toilets are also provided for the negroes. The waiting room is 20 feet, 6 inches by 37 feet, tile roof, steam heat and high ceilings.”

26 September 1912. Johnson City Comet.

“To Start Work on the New Depot – It has been stated by a local official of the Southern railroad that work on the new passenger depot will be started within the next thirty days. The order for cement for the culvert across Brush creek has been placed and the work on this will start immediately. Supt. Simpson has been instructed to go ahead with the work which will cost about \$125,000.” There is a photograph of this concrete culvert in The Railroads of Johnson City.<sup>93</sup>

24 October 1912. Johnson City Comet.

“Knoxville Firm Gets Depot Contract – S.M. Beaumont & Co. of Knoxville were awarded the contract to build the new passenger depot here for the Southern railway at \$100,000. Work begins immediately.”

7 November 1912. Johnson City Comet.

“Johnson City Depot be Completed March 1 – S.M. Beaumont & Co., of this city, who have secured the contract to erect a new passenger depot for the Southern Railway company at Johnson City, at a cost of \$30,000, and to have all up-to-date features, will begin work at once. Grading has already begun for the new structure, which will be completed March 1, 1913. It is to be of colonial red brick; laid in Flemish bond, with tile roof, and furnished with the latest improved butterfly sheds, extending from Roane to East Market streets, a distance of 660 feet. The feature of these sheds will be that instead of sloping from the gable to the eaves, causing a drip in rainy weather, they will slope from the eaves to the gable in a V-shape, and drains running down inside the supporting columns will carry off the rainfall.

The specifications further provide for white and colored waiting rooms of spacious dimensions, a ladies’ retiring room, fully equipped, baggage rooms, and offices, and the entire building to have modern plumbing and other conveniences. The new depot will be a one-story structure, 136 x 40 feet, and will be of standard railway form, presenting a very handsome appearance. The work of erecting the new depot will begin just as soon as the grading has been completed. Knoxville Sentinel.”

Note: Regrettably, most of the issues of the Johnson City Comet in 1913 and the first half of 1914 are not available through the Library of Congress website.

1 March 1913. The American Contractor.

“Contracts Awarded... Johnson City, Tenn. – depot: The King Lumber Co., Charlottesville, Va., secured the contract for a depot at Johnson City, for the Southern R.R. Co.”<sup>94</sup>



Figure 79. "Southern Railway System – Depots." Regrettably, the source does not specify if this photograph was taken in the union station, shared with the E.T. & W.N.C. Railroad, or the new Southern Railway Passenger Depot, which was built in 1913, or the Southern Railway Freight Depot on Millard Street.<sup>95</sup>



Figure 80. "They used to stand in line for tickets"<sup>96</sup>

25 June 1914. Johnson City Comet.

"Southern Railway Beautifying Grounds. The Southern Railway seems never to tire of making things look good around the new passenger station. It has just completed a cement sidewalk along the south side of Fonde Circle from Roan street to the depot and has sodded the terrace extending down to the Faw property. It is quite an improvement and the road is to be congratulated upon its desire to beautify the city, particularly when its passengers see it."

3 December 1914. Johnson City Comet.

“Maj. Henry Fonde, general agent and personal representative of the president of the Southern Railway, who died in Knoxville last Saturday was well known in Johnson City and was one of the most popular officials of the road who ever visited this city. He had great faith in the future of Johnson City and evidenced it by building here within the last two years one of the largest and most modern freight depots and switching yards along the system, and also constructed a splendid passenger station, all of which Johnson City is duly proud. He was a born diplomat and a splendid type of Southern manhood, dependable under all circumstances. The Comet joins in the general regret at his passing.”

18 July 1973. Johnson City Press-Chronicle.

“Southern Depot Joins City’s Passing Scene... By Dorothy Hamill

Johnson City – ‘The atmosphere was never dull.’ So said Mrs. Lloyd Jones, 212 North Boone Street, in recalling her 30 years as ticket agent at Johnson City’s Southern Railway Station.

That station, once one of the gathering places of the city, will soon be torn down – another landmark yielding to the onward sweep of progress. In March, 1972, the Johnson City Housing Authority purchased the building from the Southern Railway Company. In time, the local Southern office will be moved to a new building on Elm Street, which will also serve as depot.

At present, said Robert Sliger, Director of the Housing Authority, Brush Creek is being relocated and covered, and eventually there will be a four-lane street from Elm to Fountain Square, to Buffalo and Jobe, paralleling the E.T.&W.N.C. tracks to Division, so that the new road will circle the downtown area and create a better traffic pattern. Work on demolishing the old station will begin around August 1 [1973].

‘They may do away with the station, but that doesn’t dissipate memories,’ Mrs. Jones said. And those memories are embraced by hundreds of the local population. ‘Many people have fond memories of the station and going places,’ Mrs. Jones reminisced. ‘It was a gathering place for the town, and also for people in the mountains, for the railway served a number of North Carolina points. It was not unusual for business people to bring their lunches and eat in the waiting room. They would ask when a train might be coming through, and often remarked that the sound of a train was music.’

Mrs. Jones, aided by her husband, related some of the incidents that occurred during her tenure. Mr. Jones, who was clerk for the Clinchfield Railway office here and later rate clerk in Erwin, remembered he met his wife at the Southern station and when they were married, friends called it the merger of the Southern and the Clinchfield.

When Jones came to Johnson City in 1911, he said the station was located at the present Free Service Tire Co. The new station had already been built when Mrs. Jones moved to Johnson City in 1913 and she remembered people said it had been there for about a year.

‘It’s impossible to estimate the number of people who enjoyed stopping and resting from a trip, or just coming in to watch the trains,’ she said. ‘Some would spend hours just watching and people going from one side of town to another would walk through.’

Emphasizing the different kinds of people who passed through, Mrs. Jones told of a soldier from North Carolina who had been in Mexico and was so glad to be home that he remarked, ‘I wouldn’t take a thousand dollars for the trip nor one cent for another!’

Once, when she was selling a ticket to a man from the Veterans Administration Facility, with the waiting room full, he dropped dead at the counter. Always ready in an emergency, Mrs. Jones called the V.A.

Some trips presented real difficulties, which were surmounted. During World War II, a Japanese girl, a student at Lees-McRae College, in Banner Elk, N.C., made application to spend the Christmas holidays with her parents in Cairo, Illinois. Then for a Japanese person to travel special permission had to be gained from a government agency. Hale Williams, special agent, secured the special permission for the girl, Charlotte Kubota, which took about a week. Mrs. Jones had to take care of the girl here, taking her to the hotel, and Williams went on the train with her to Memphis, where he turned her over to people of the Illinois Central Railroad. Because of the embargo on Japanese travel, she always had to be under guard.

Another war trip that was difficult to handle concerned a young, very slight little woman who came from North Carolina and was going to Seattle, Washington to join her husband in service. She had six children under five years of age, including twins a few weeks old. And she had no one to help her – except the people at the local station, who wired to stops ahead that she be given special attention, and there were three changes to be made. So far as is known, she reached her destination.

During those war years about every two weeks there would be embarkation of men from here going to join the armed forces. Frequently a mother or sweetheart fainted. People were packed in the waiting room until a person could scarcely get through, and there would be both laughter and crying.

Another incident of difficulty came when a woman on a bus headed to Washington, D.C., jumped off the bus at night before it reached the terminal. She had left her pocketbook and bag on the bus, and the people at the station called Mrs. Jones, asking her to take charge.

Mrs. Jones found the woman and brought her home, only to discover she was suffering from amnesia. Twice, the woman tried to commit suicide. But Mrs. Jones was able to put her on the train going to Washington, however the woman jumped off the train at Radford, VA. Later Mr. and Mrs. Jones had to go to Washington to testify when the woman's brother sued the Pullman railway car company. Again, a man from Alaska, having no money and sick yet wanting to return to Alaska, said he could manage it if he got to Washington. So Mrs. Jones bought him a ticket to that city.

The biggest, most auspicious day at the station came during the Depression, on June 18, 1932. The railway had advertised a cent a mile rate for that day, when the usual rate was three and a half cents a mile. Hundreds got tickets and rode the trains, and there was a constant stream of people from 6 a.m. until 11 p.m.

Those were also the days of group travel, with summer special excursion rates about every two weeks to places of interest. After World War II and until as long as the trains ran through, special cars took kindergarten and primary children on their first train trip.

The old Tennessean was a popular train and people would come down to see it. One baggage and coach car was named Johnson City. There was a porter who always got off the train and as people alighted or embarked, would give a little spiel about Johnson City.

Mrs. Jones remembers the brides and grooms and their excited taking off on their honeymoon. Also the people who would bring their lunch with them to take on the train, and would show her a half of a ham, fried chicken, cake and pies and tell her what else they had.

And then there were the famous figures who stopped off here, Mrs. C.E. Rogers, whose late husband directed the lyceum program at what was then the East Tennessee State Normal School, recalls some as does Mrs. Jones.

General John J. Pershing shook hands from a train platform. Dr. Russell H. Conwell, a famous lecturer, appeared at the Normal School, now East Tennessee State University. William Jennings Bryan, spoke there too, and he had two famous lectures. Mrs. Rogers remembers that when Dean Russell of Columbia came to speak, no one had a car to meet him at the train and they had to borrow one from the janitor.

Herbert Hoover, on his campaign for President, came on the train and spoke here and in Elizabethton. Robert L. 'Bob' Taylor, on his election to the U.S. Senate, spoke to a huge crowd from the train. One of the largest crowds welcomed Mrs. Eleanor Roosevelt, and shouting, singing teenagers mobbed the station for Elvis Presley's appearance.

The old station goes but Mrs. Jones spoke truly that the memories remain."<sup>97</sup>

4. Southwest Corner of South Roan Street and Railroad Street

Melody Lane, 100 South Roan Street, here by 1946

French Dry Cleaners, 102 South Roan Street, here by 1946

Kenyon Auto Stores. 104 South Roan Street, here by 1946





Figure 1D. Another detail taken on 19 April 1941. Note what appears to be the “French Dry Cleaners” building and the (Free Service Tire Company?) filling station on South Roan Street, as well as the Southern Railway Passenger Depot (near the bottom center of the image). Also note the Inter-Mountain Telephone Company Exchange Building, with what appears to be three billboards, on the southwest corner of North Roan Street and Southern Railway (on the left of the image). To the right of the Southern Railway mainline at the top of the image, a two-story brick structure built for M.I. Gump and operated as a wholesale grocery from 1899 to 1911, at 108 South Roan Street, is visible. This building was later occupied by The H.T. Hackney Company, Inc., from 1911 to at least 1919, and Hickey – McCorkle & Company by 1923 to at least 1931. To the left of the Southern Railway mainline at the top of this image, appears to be the complex that was occupied by the Tennessee Eastern Electric Company, at 104, 105, 106, 107 North Roan Street, which supplied electric power to the Johnson City Traction Company, as well as the city. From right to left: the “boiler room,” the “dynamo room,” and the car barn (of the former traction company). Note that it appears that the 80’ smokestack has been removed from this facility.<sup>98</sup>



Figure 2E. Another detail taken 19 April 1941. Note what appears to be the “French Dry Cleaners” building and the (Free Service Tire Company?) gas station on South Roan Street (to the right of the John Sevier Hotel, see Figure 81), as well as the Southern Railway Passenger Depot (on the left) and the warehouses at 130 and 132 Railroad Street (behind the passenger depot). Finally, note the Inter-Mountain Telephone Company Exchange Building across the Southern Railway mainline, on the right.



Figure 81. From left to right: King's Department Store (opened in 1928, behind the "Esso" sign), the John Sevier Hotel (opened in 1924), a Free Service Tire Company service station (with a "Goodyear Tires" sign by South Roan Street), and the "French Dry Cleaners." Note that the sign to the left of the man reads, in part, "Watkin's French Dry Cleaners" "Branch Office..." This photograph was taken before 1946.<sup>99</sup>



Figure 81A. A detail of the “French Dry Cleaners” “129... Cleaner [?] 102,” on the southwest corner of South Roan Street and the Southern Railway mainline. By 1946, this building had been removed and replaced, see Figure 82, below.



Figure 3C. Another detail taken on 1 March 1947. Note the Inter-Mountain Telephone Company Exchange Building on the left. Also note the Southern Railway Passenger Depot in the left foreground, along the mainline. Also note what appears to be the building that was occupied (from left to right) by Melody Lane (100 South Roan Street), the “French Dry Cleaners” (102 South Roan Street?) and “Kenyon Auto Stores” (104 South Roan Street?), as well as the (Free Service Tire Company?) Service Station (106/108 South Roan Street). Finally, note to the right of the Southern Railway mainline at the top of the image, a two-story brick structure, on the right, that was built for M.I. Gump and operated as a wholesale grocery by him from 1899 to 1911, at 108 South Roan Street. This building was later occupied by The H.T. Hackney Company, Inc., from 1911 to at least 1919, and Hickey – McCorkle & Company by 1923 to at least 1931. To the left of the Southern Railway mainline at the top of this image, appears to be the complex that was occupied by the Tennessee Eastern Electric Company, 104, 105, 106, 107 North Roan Street, which supplied electric power to the Johnson City Traction Company, as well as the city. The “boiler room” and the office building are visible.<sup>100</sup>



Figure 82. “July 1946 – Ad for Melody Lane at 100 South Roan Street. This was located across Roan from the old Science Hill High School. You can see the Southern RR Station in the upper right of the photo.” *Johnson City Press*, 7 July 1946. Also note the presence of “French Dry Cleaners” and “Kenyon Auto Stores,” as well as the Hamilton Bank Building (in the middle background). Finally, note the presence of the structure behind the “Free Service Tire Company” filling station, which appears to be the building at 127, 129, 131 East Market Street, which was occupied by a garage in 1927.<sup>101</sup>



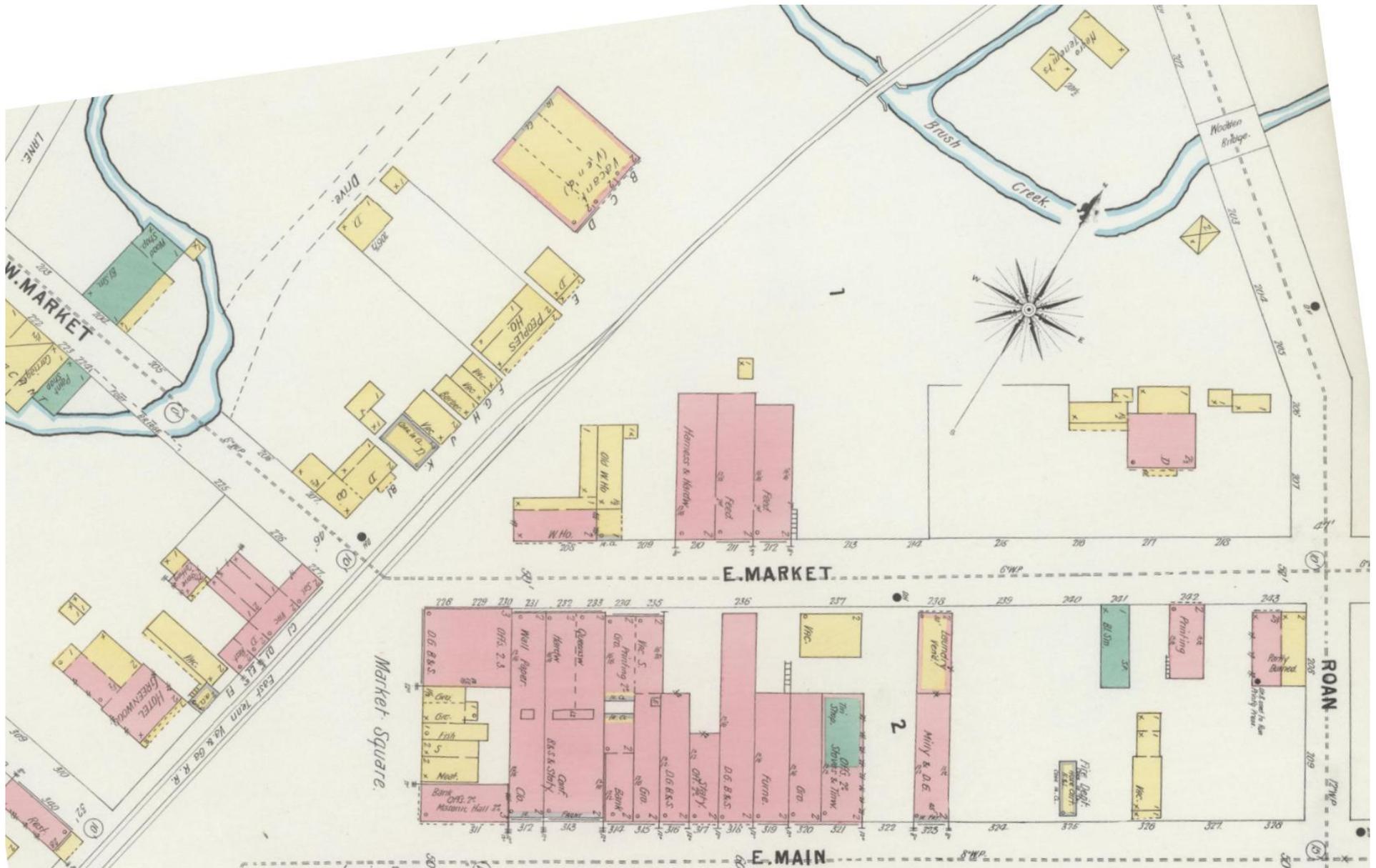
Figure 4A. “1958 Aerial Photo – Downtown,” looking east, with the John Sevier Hotel is visible toward the top right of this image.<sup>102</sup> Visible along the east side of the Southern Railway mainline, from the lower right corner: the Summers Building (occupied, in part, by Byrd’s Restaurant at 101 East Market Street), the Yellow Cab Terminal Building (with Zimmerman’s News Stand facing the mainline at 210 Railroad Street), the Southern Railway Passenger Depot, the building at 100/102/104 South Roan Street (occupied in 1946 by Melody Lane, French Dry Cleaners, and Kenyon Auto Stores, respectively), and the M.I. Gump Building (the two-story building across South Roan Street). Along the west side of the Southern mainline, from the lower right corner: the Farmers Exchange Building and the Taylor Brothers Building, the “warehouse block,” the “Telephone Exchange Building,” and what appears to be the complex that was occupied by the Tennessee Eastern Electric Company, at 104, 105, 106, 107 North Roan Street.<sup>103</sup>



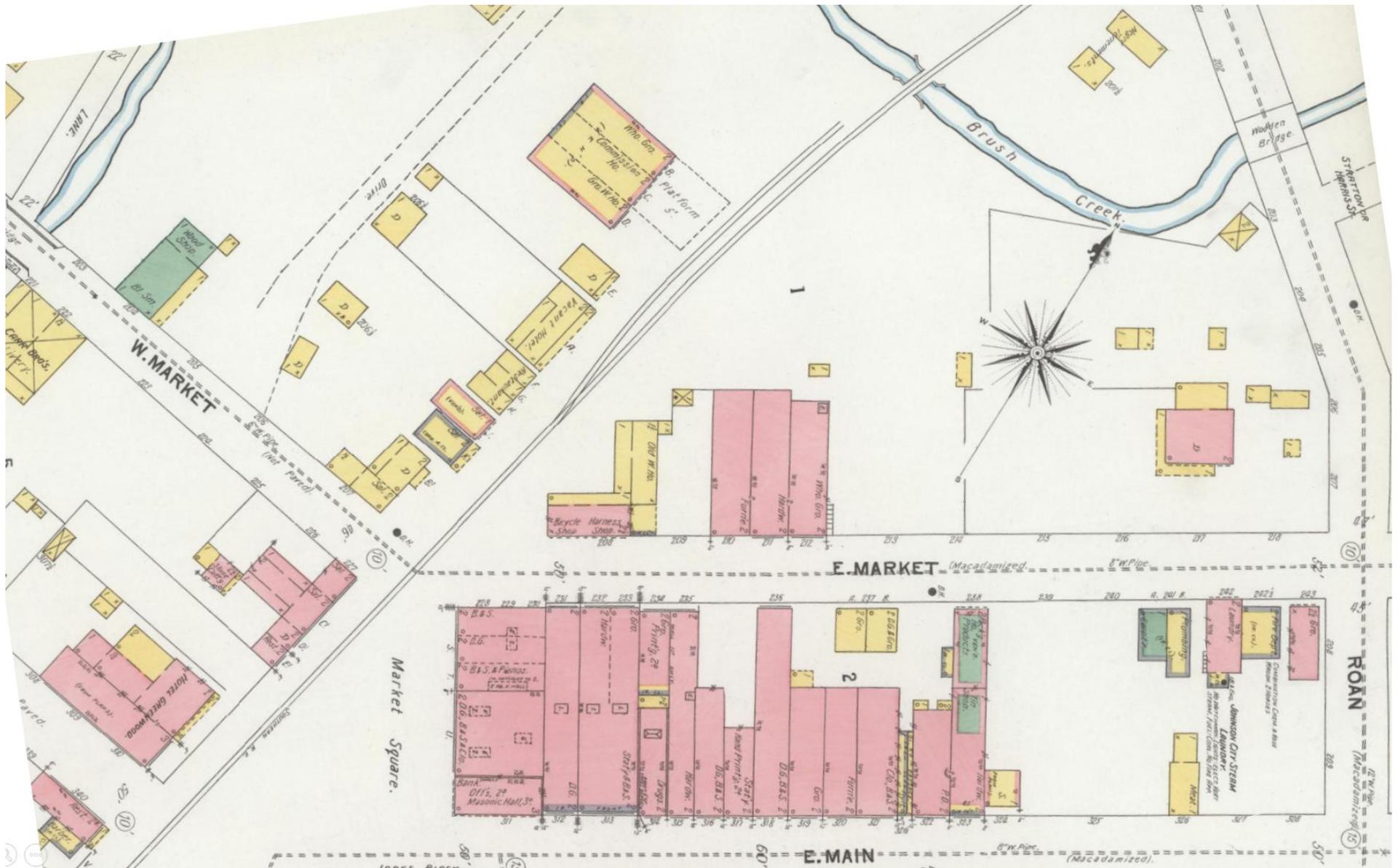
Figure 6B. “Downtown Aerial 1950s”. The “warehouse block” and what appears to be the “Century Link Building” (this location was previously occupied by the Inter-Mountain Telephone Company Exchange Building) are visible across the top of the image. Note the Southern Railway Passenger Depot near the center of this image, as well as the John Sevier Hotel in the foreground and the Free Service Tire Company gas station to its immediate right (note that an overhead cover has been added, see Figure 81). Also note that the building that was occupied by Melody Lane, “French Dry Cleaners,” and “Kenyon Auto Stores” at, respectively, 100, 102 (?), and 104 (?) South Roan Street in 1946, does not appear to be present. Indeed, that space appears to be in use as a parking lot. Of note, the building at 142 Railroad Street has been rebuilt as a two-story building, indicating that this photograph dates to 1958 or later.

5. Northwest Corner of West Market Street and Railroad Street,  
as well as the “Warehouse Block,” 1871 – 1920





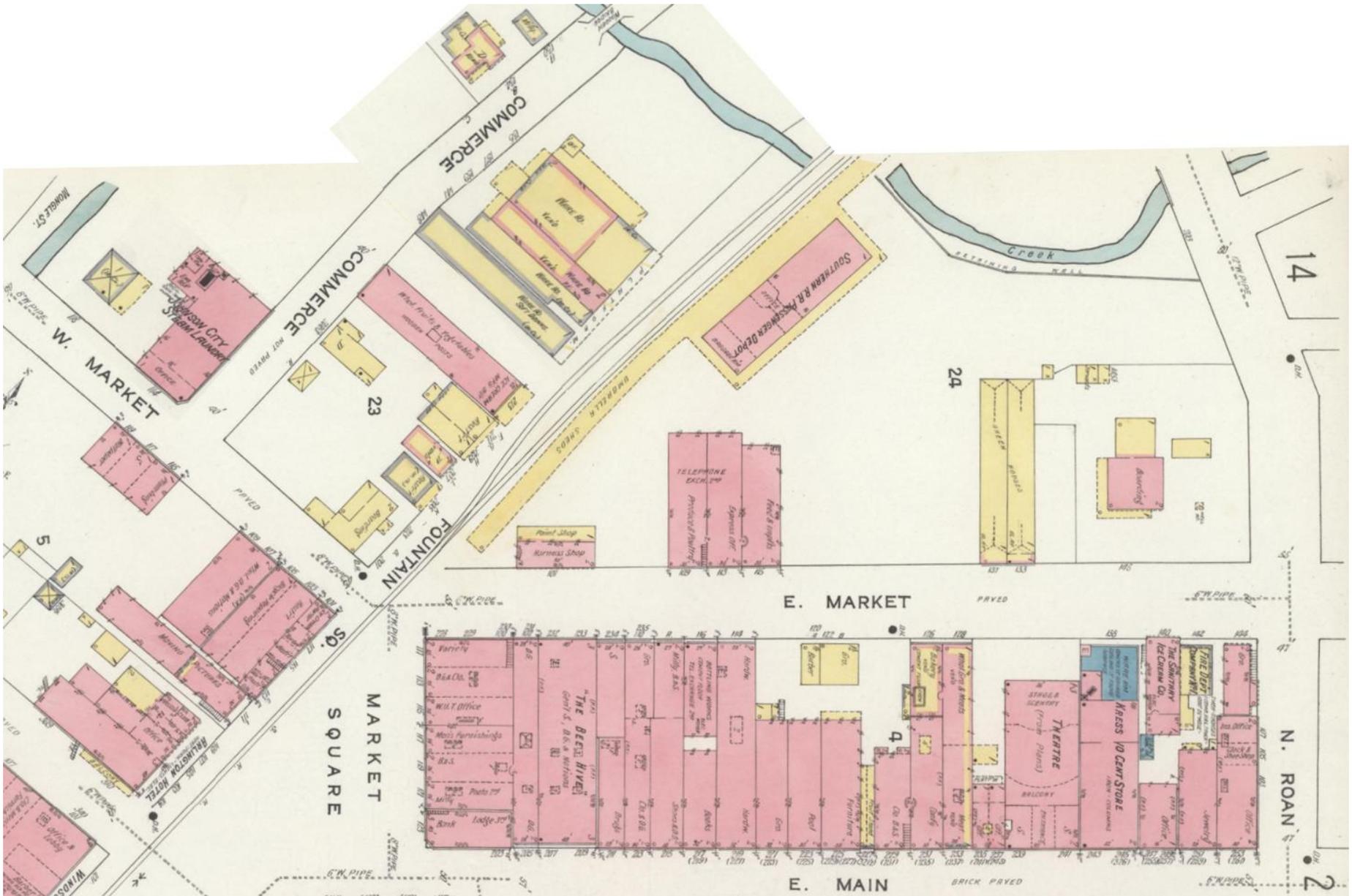
Map 2C. May 1897. Note the “Smith H. Hale/Archer Building” (occupied by a clothing enterprise (“Clo.”) and as a dwelling (“D.”)) on the northwest corner of West Market Street and the E.T.V. & G. Railroad mainline, with the “warehouse block” to the north (right) along the mainline. Also note the T.A. Faw brick building (occupied by an unidentified warehouse (“W. Ho.”)) at 208 East Market Street, with an attached wood-framed “Old W. Ho.”



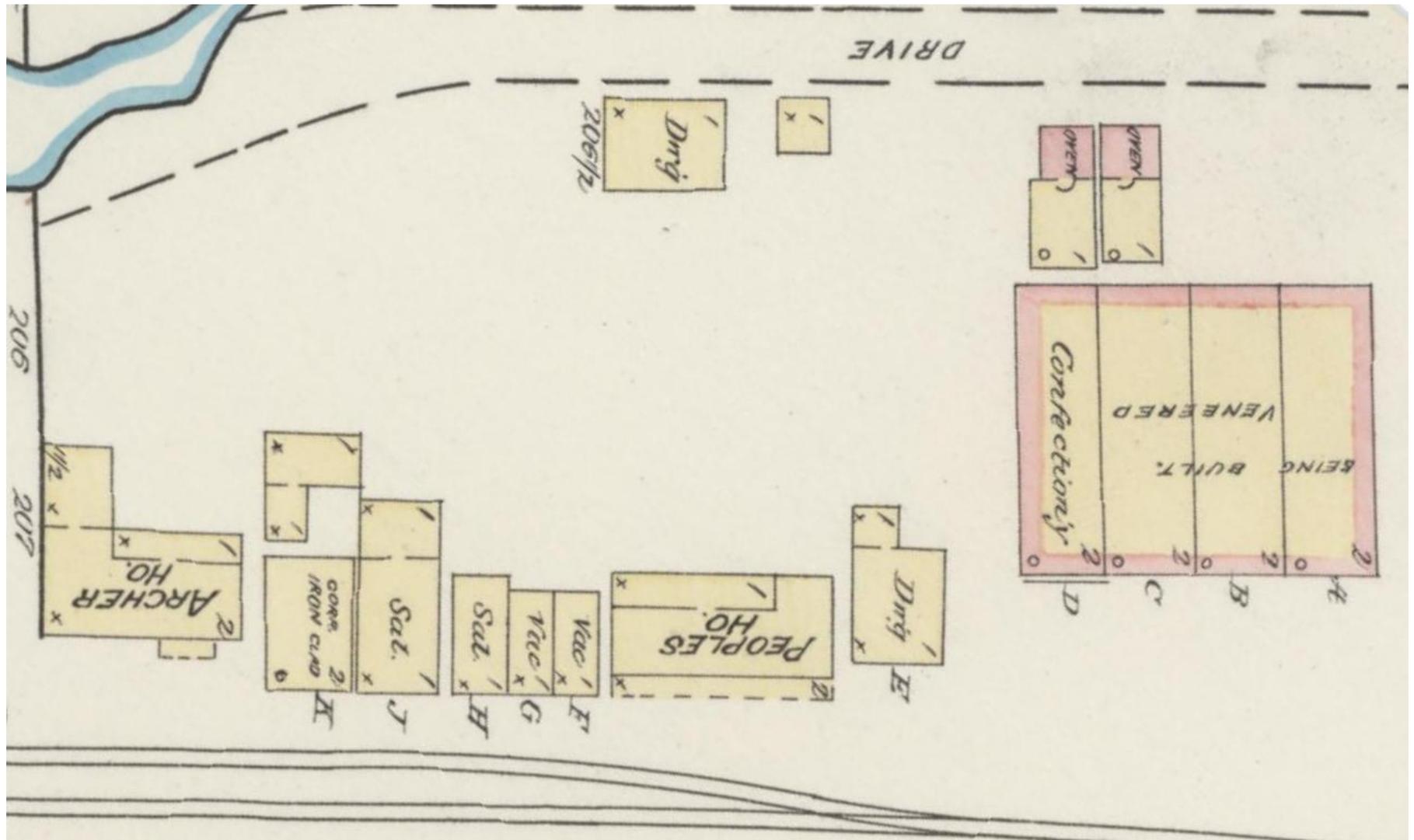
Map 3C. April 1903. Note the “Smith H. Hale/Archer Building” (occupied by a saloon (“Sal.”) apparently John M. Barlow’s “Fine Wines and Liquors”) and as a dwelling (“D”) on the northwest corner of West Market Street and the Southern Railway mainline, with the “warehouse block” to the north (right) along the mainline. Also note the T.A. Faw brick building (occupied by an unidentified “Bicycle Shop” and the Will I. Hart & Company “Harness Shop” (by 1903 to perhaps 1913 or 1914)) at 208 East Market Street, with an attached wood-framed “Old W. Ho.”



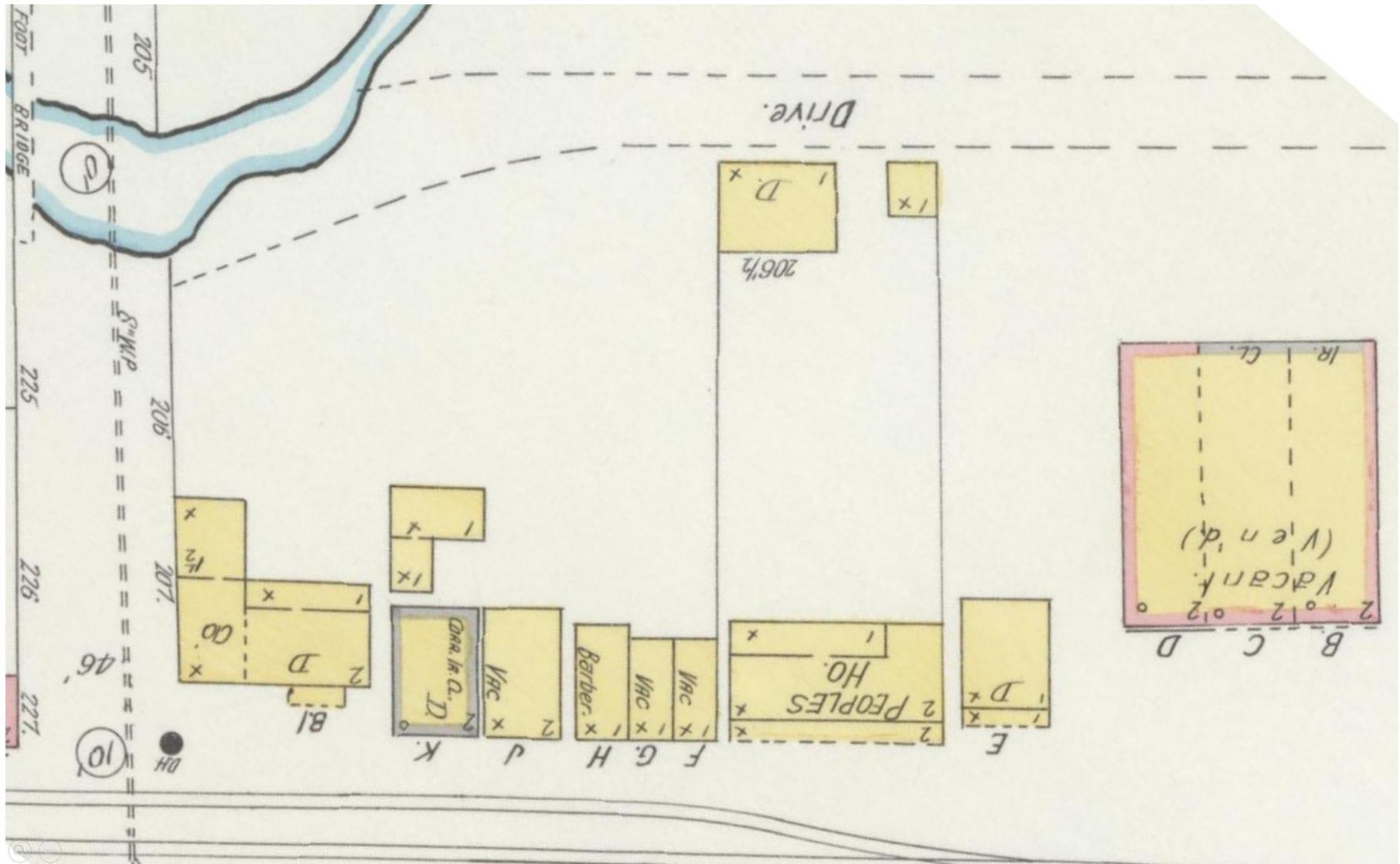
Map 4C. December 1908. Note the “Smith H. Hale/Archer Building” (occupied as a “Boarding” house) on the northwest corner of West Market Street and the Southern Railway mainline, with the “warehouse block” (which has changed considerably) to the north (right) along the mainline. Also note the T.A. Faw brick building (occupied by the Will I. Hart & Company “Harness Shop, by 1903 to perhaps 1913 or 1914) at 208 East Market Street.



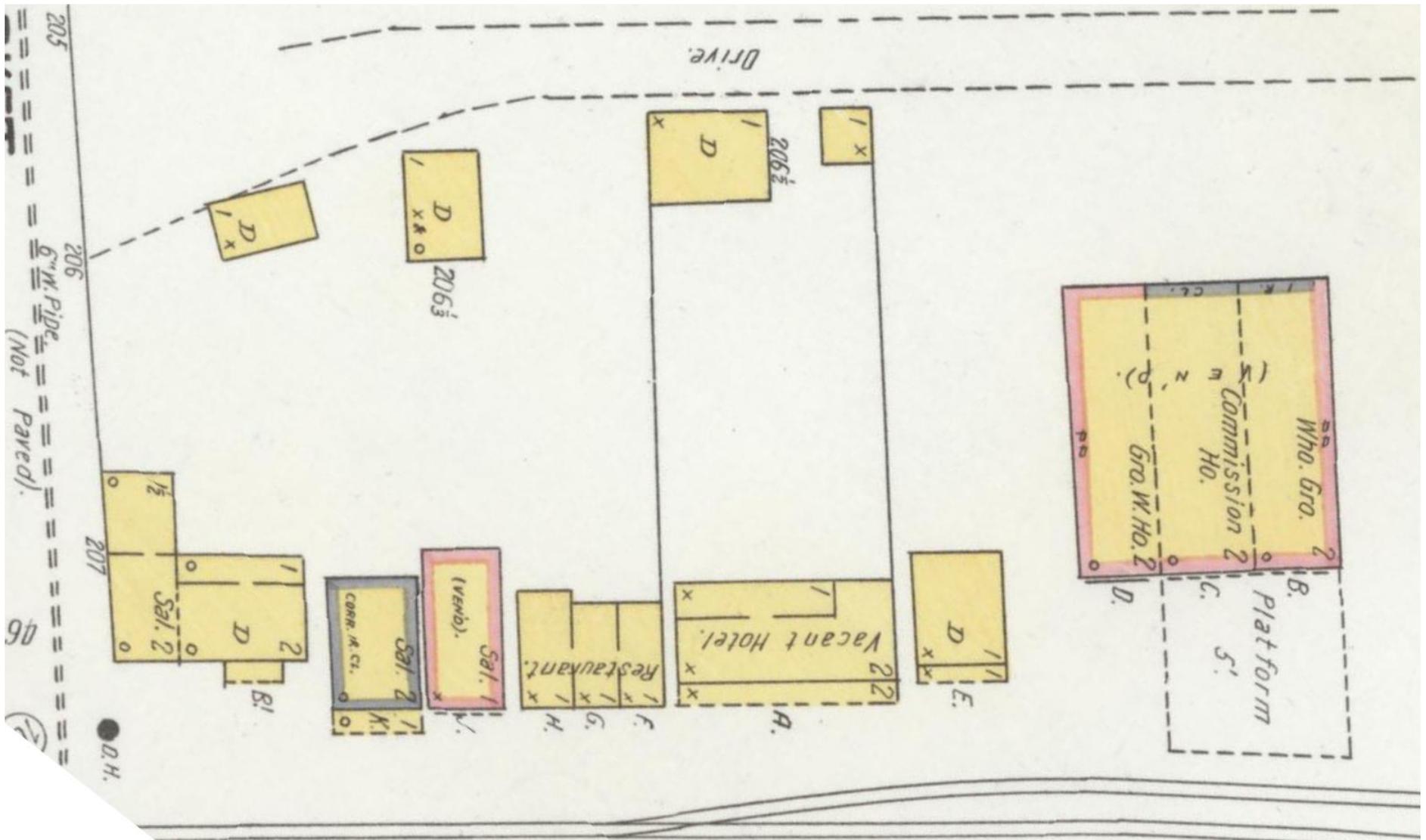
Map 5E. July 1913. Note the “Smith H. Hale/Archer Building” (occupied as a “Boarding” house) on the northwest corner of West Market Street and the Southern Railway mainline, with the “warehouse block” (which has changed considerably) to the north (right) along the mainline. Also note the T.A. Faw brick building (occupied by the Will I. Hart & Company “Harness Shop, by 1903 to perhaps 1913 or 1914) at 208 East Market Street.



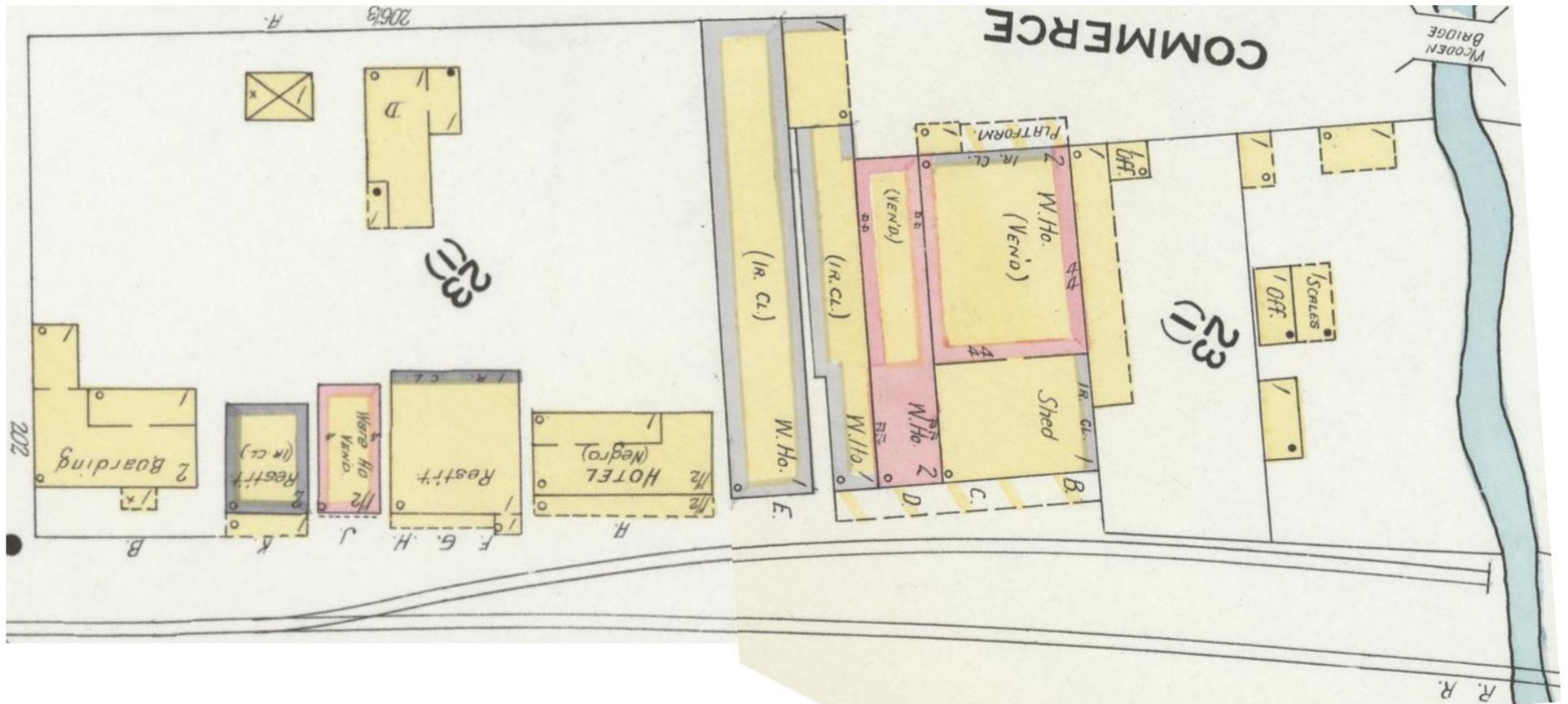
Map 1D. January 1891. Note the two-story, wood-framed, “Smith H. Hale/Archer Building” (“Archer Ho.,” on the left), with the “warehouse block” to the north (right) along the E.T.V. & G. Railroad mainline. From left to right, the “warehouse block” at this time consisted of one two-story “Corr Iron Clad” building (“K”) for which no type of occupant was specified, two unidentified one-story, wood-framed, saloons (“Sal.” “J” and “H”), two vacant one-story, wood-framed, structures (“Vac” “G” and “F”), the two-story, wood-framed “Peoples Ho.,” a one-story, wood-framed, dwelling (“E,” perhaps still that of Brewer McKeehan) and a block of four storerooms (“Fishback Hall”) in a two-story, brick-veneered building. At this time, Storeroom “D” (“Confection’y”) was occupied by the Fishback & Weiger Bakery, while the other three (“C,” “B” and “A”) were “Being Built.” Storeroom “A” was apparently never completed.



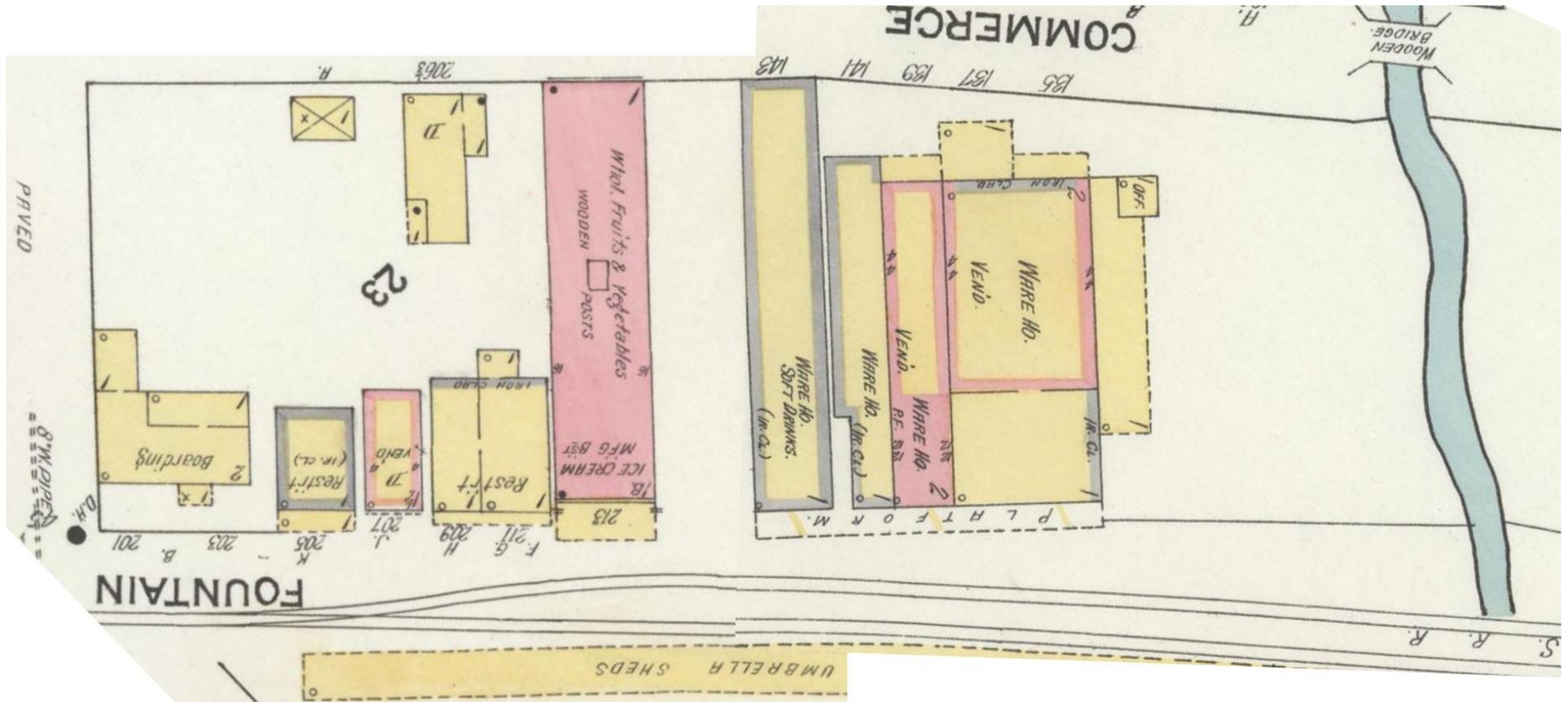
Map 2D. May 1897. Note the “Smith H. Hale/Archer Building” (“B.I,” occupied by a clothing enterprise (“Clo.”) and as a dwelling (“D”) on the left), with the “warehouse block” to the north (right) along the E.T. V. & G. Railroad mainline. From left to right, the “warehouse block” at this time consisted of one two-story “Corr Ir. Cl.” building (“K”) that was occupied as a dwelling (“D.”), a vacant structure (“J,” now two-stories tall), a “Barber” shop (“H”), another two vacant structures (“Vac” “G” and “F”), the two-story, wood-framed “Peoples Ho.,” a dwelling (“E”) and a two-story brick building (“Fishback Hall”), with three storerooms (“D,” “C” and “B”) that were vacant (note that iron cladding has been added to the west side of storerooms “B” and “C”).



Map 3D. April 1903. Note the “Smith H. Hale/Archer Building” (“B!,” on the left, occupied by a saloon (“Sal.”) apparently John M. Barlow’s “Fine Wines and Liquors” and as a dwelling (“D”)) with the “warehouse block” to the north (right) along the Southern Railway mainline. From left to right, the “warehouse block” at this time consisted of an unidentified saloon (“Sal.”) in the two-story “Corr Ir. Cl.” building (“K”), another unidentified saloon (“Sal.”) in the one-story brick-veneered building (“J.”), a “Restaurant” (“H.,” “G.,” and “F.”) perhaps already operated by Henry Brogan, a two-story wood-framed “Vacant Hotel” (“A,” previously “Peoples Ho.”), a dwelling (“E”), and “Fishback Hall” with a “Gro. W. Ho.” (T.E. Hurst) in Storeroom “D,” the H.W. Pardue (?) “Commission Ho.” in Storeroom “C,” and “Who. Gro.” (Harmon, Worley & Company) in Storeroom “B.”



Map 4D. December 1908. Note the two-story, wood-framed, “Smith H. Hale/Archer Building” (occupied as a “Boarding” house (“B”), on the left), with the “warehouse block” to the north (right) along the Southern Railway mainline. From left to right, the “warehouse block” at this time consisted of an unidentified restaurant (“Rest’r’t”) in the two-story “Ir. Cl.” building (“K”), an unidentified “Ware Ho.” in the 1½-story brick-veneered building (“J.”), a Restaurant (“Rest’r’t,” “H.,” “G.,” and “F.”) perhaps still operated by Henry Brogan), a “Hotel (Negro)” in the 1½-story, wood-framed building previously occupied by “Peoples Ho.” (“A”), a one-story, iron clad (“Ir. Cl.”) warehouse (“W. Ho.”) apparently occupied by “G.H. Shoun & Company” (a wholesale grocery enterprise, building “E”), and another one story, iron clad (“Ir. Cl.”) warehouse (“W. Ho.”) apparently occupied by the Barton – Mountcastle Hardware Company. Adjacent to Barton – Mountcastle is the old “Fishback Hall,” which has been significantly remodeled. Although the previous three-room warehouse block (storerooms “D,” “C,” and “B”) remains, it has been extended toward the Southern Railway mainline. The platform between storerooms “C” and “B” and the railroad has been enclosed by a one-story shed (with iron cladding on the north side), with the original brick building front apparently retained and partially hidden behind the new structure. Additionally, the partition separating storerooms “C” and “B” has been removed. Finally, note the two interesting, but unidentified “yards” on the right, each with one office (“Off.”) and one with “Scales.” Regrettably, the author has not found any references to either of these enterprises. The structure abutting Storeroom “B” is visible in Figure 89.



Map 5F. July 1913. Note the two-story, wood-framed, “Smith H. Hale/Archer Building” (occupied as a “Boarding” house, 201 and 203 Railroad Street, on the left), with the “warehouse block” to the north (right) along the Southern Railway mainline. From left to right, the “warehouse block” at this time consisted of an unidentified restaurant (“Rest’r’t”) in a now one-story “Ir. Cl.” building (“K,” 205 Railroad Street); a dwelling (“D”) in the 1½-story brick-veneered building (“J,” 207 Railroad Street); a Restaurant (“Rest’r’t,” “H,” “G,” and “F;” 209 and 211 Railroad Street) perhaps still operated by Henry Brogan); a brick warehouse, built as a one-story building with a basement, constructed for “W.W. Remine and J.W. Franklin,” on the same lot where the “Peoples Ho.” building once stood (by 1887 to no later than 1912) occupied by an unidentified “Whol. Fruits & Vegetables” enterprise (at 213 Railroad Street; February 1920: 215 Railroad Street; June 1927: 144 Railroad Street/145 Commerce Street), with an “Ice Cream M’F’G” (apparently in the basement and perhaps operated by T.J. Cox); a one-story, iron clad (“Ir. Cl.”) warehouse (“Ware. Ho.”) and “Soft Drinks” enterprise(s), perhaps occupied by “G.H. Shoun & Company” (a wholesale grocery enterprise, 143 Commerce Street); and another one story, iron clad (“Ir. Cl.”) warehouse (“W. Ho.”) apparently now occupied by the Mountcastle-Phlegar Hardware Company (141 Commerce Street). Adjacent to Mountcastle-Phlegar is the old “Fishback Hall” (139, 137, and 135 Commerce Street) which was apparently entirely occupied by T.E. and H.W. Pardue at this time. Finally, note that the unidentified “yard” by Brush Creek in Map 4D in December 1908 has been removed, while the second unidentified “yard” remains, but its fence has been removed. The structure abutting Storeroom “B” is visible in Figure 89.

5.1. “Smith H. Hale/Archer Building,” here by 1871, removed between 1913 and 1920  
(Northwest Corner of West Market Street and Railroad Street)

Note: The author did not find a formal name for this building. In the interest of clarity, the author has opted to call it the “Smith H. Hale/Archer Building.” However, the author has not found any historical information that supports this.

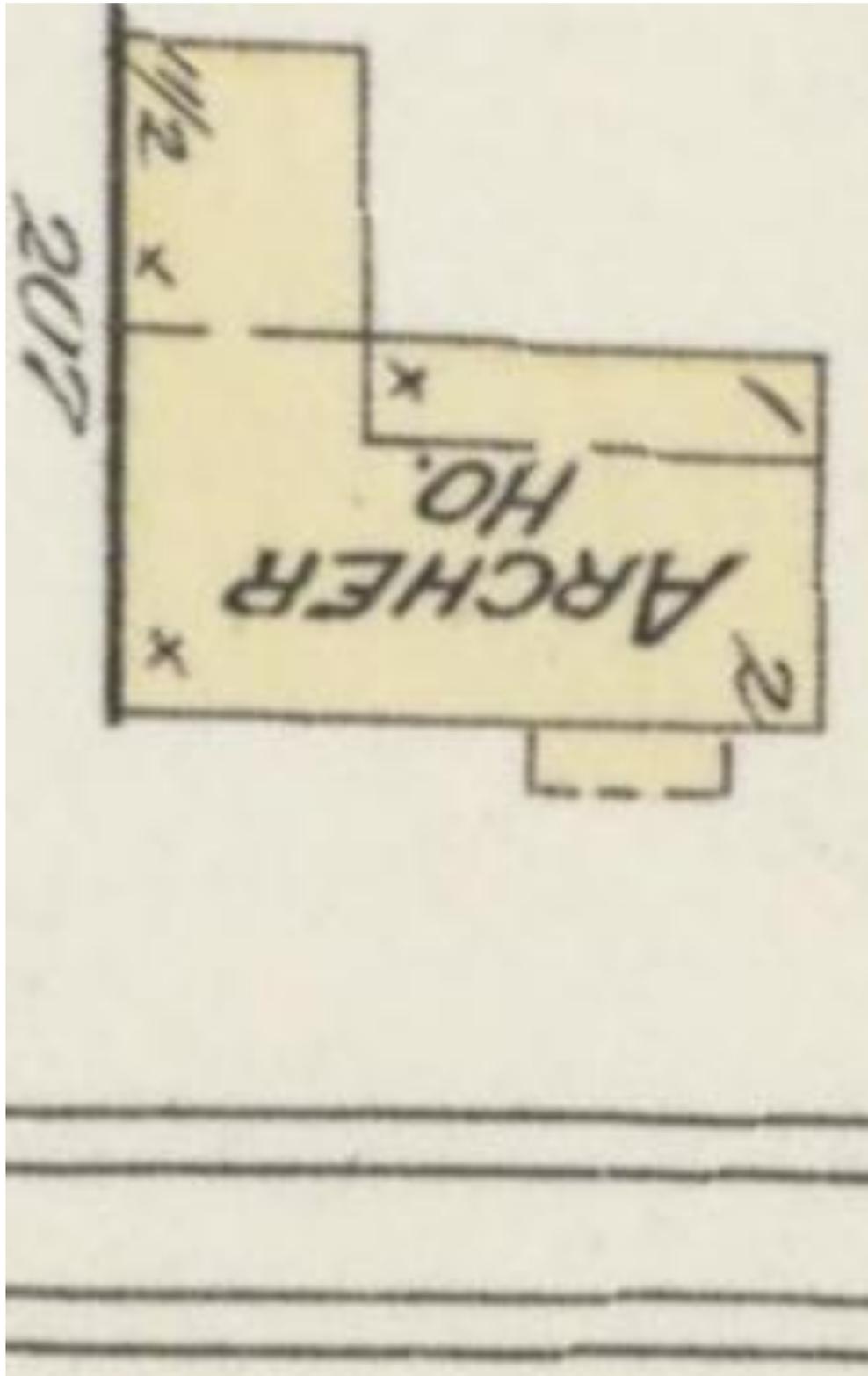
Smith H. Hale, Dwelling, here? by 1871 to at least 1894

Leased (?) for use as “Archer’s House” around 1891?

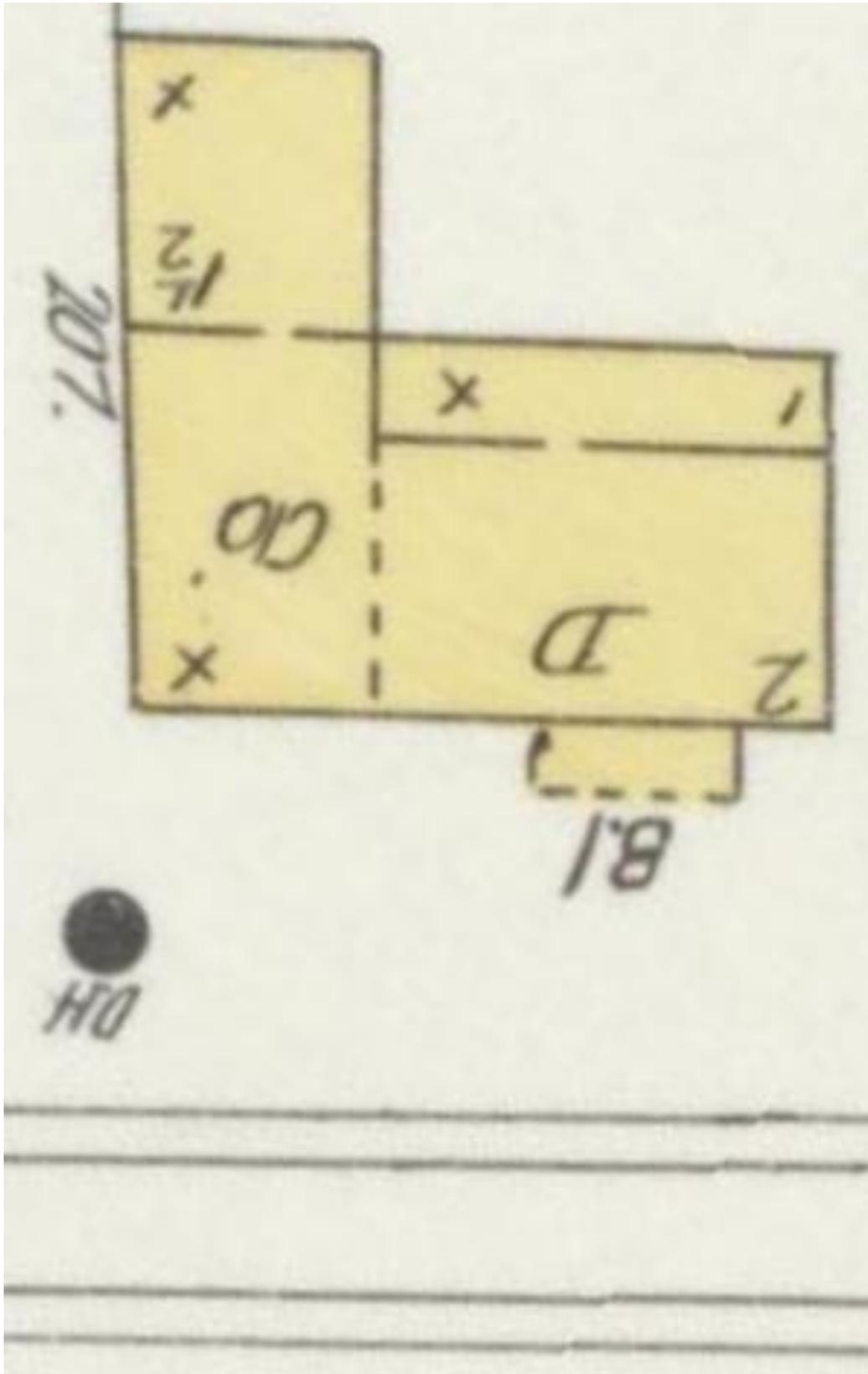
F.R. McCourry, “Fine Wines and Liquors,” by 1899

John M. Barlow, “Fine Wines and Liquors,” 1899 to perhaps 1903

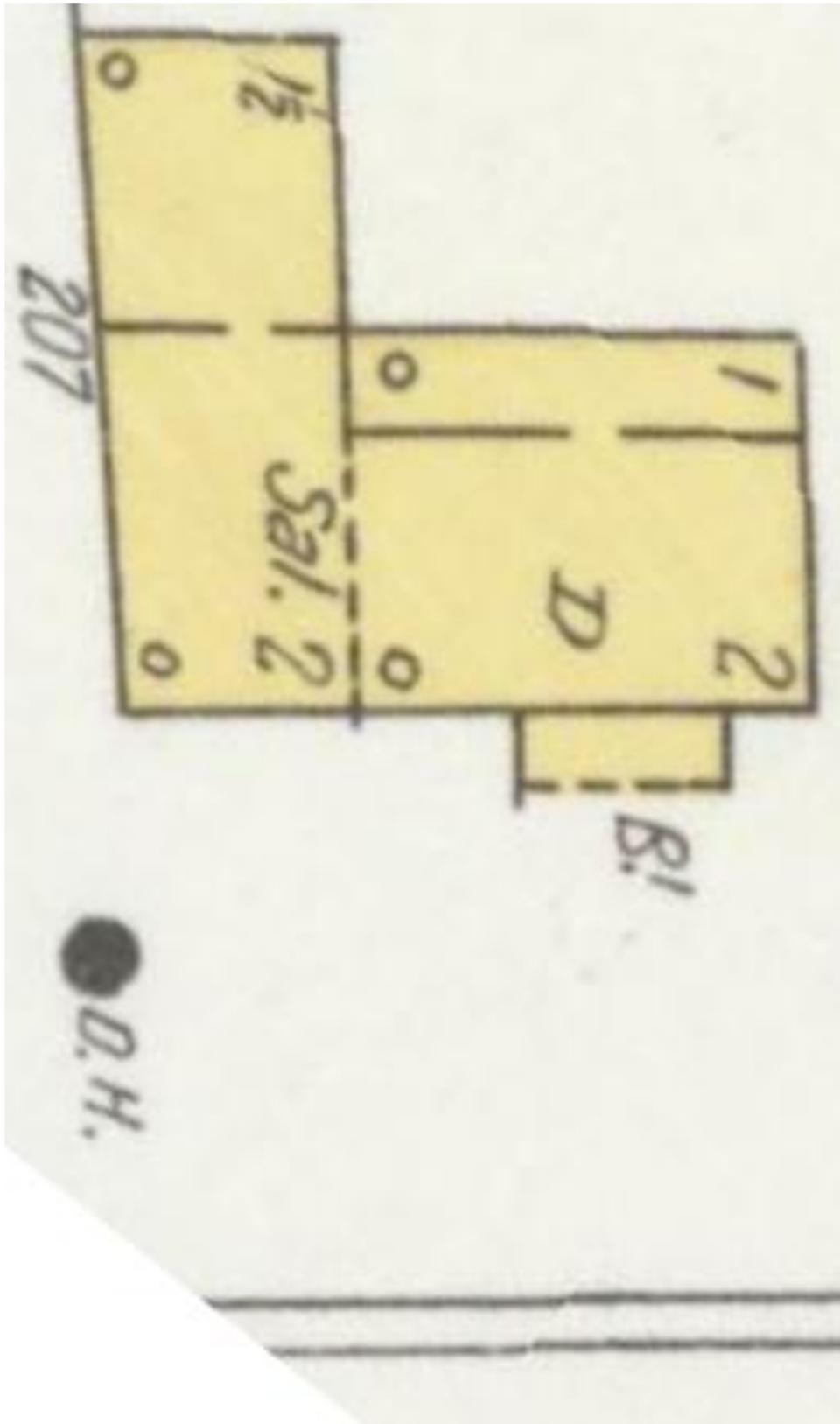
Hotel Blevins, 1907



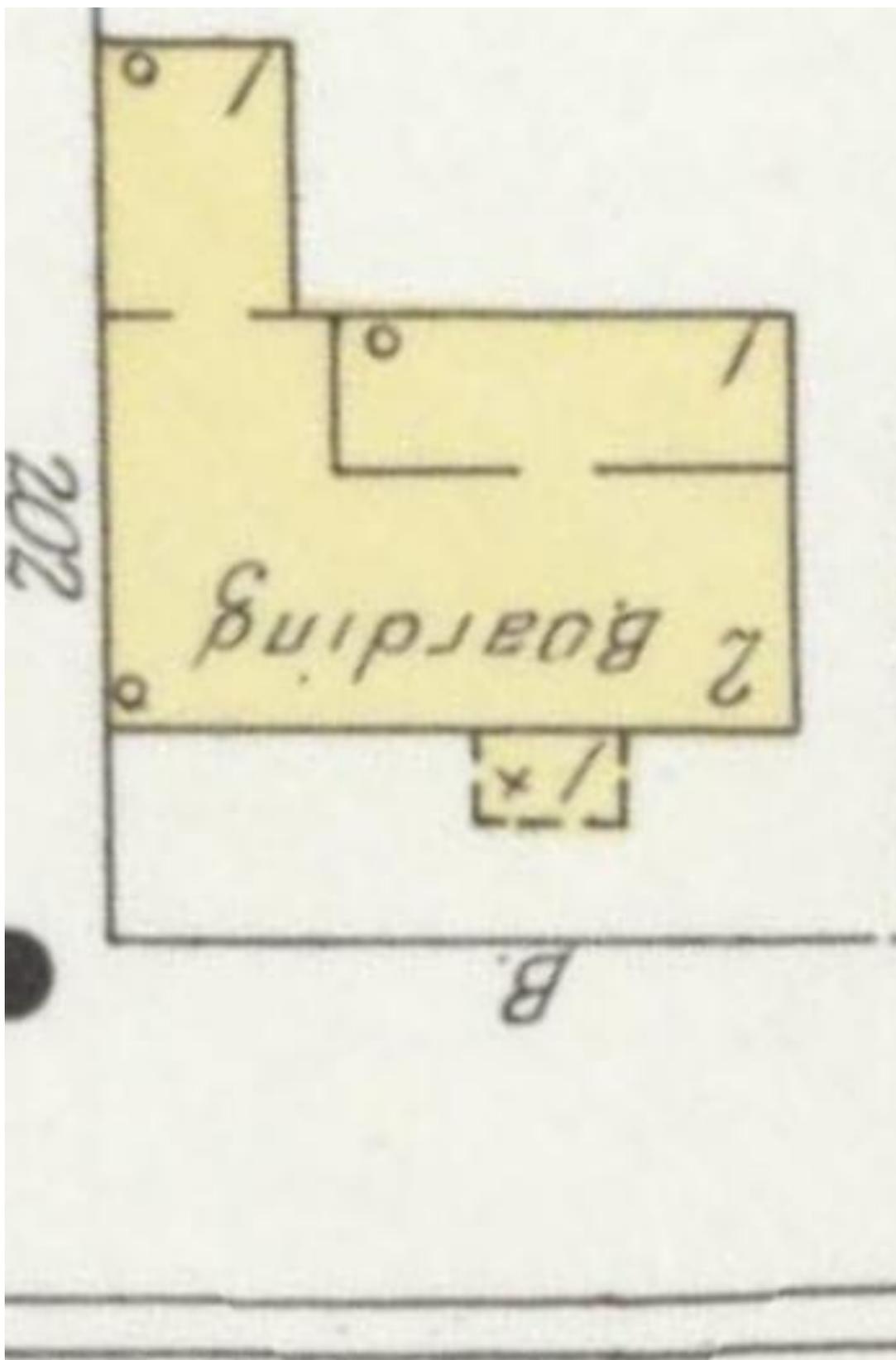
Map 1E. The “Archer Ho.” (“Smith H. Hale/Archer Building”) on the northwest corner of West Market Street and the E.T.V. & G. Railroad mainline, in January 1891. Note that the building in Figure 83 appears to be a single story or perhaps a 1½-story, wood-framed building, as opposed to the 2-story building indicated on this and subsequent Sanborn Fire Insurance Company maps.



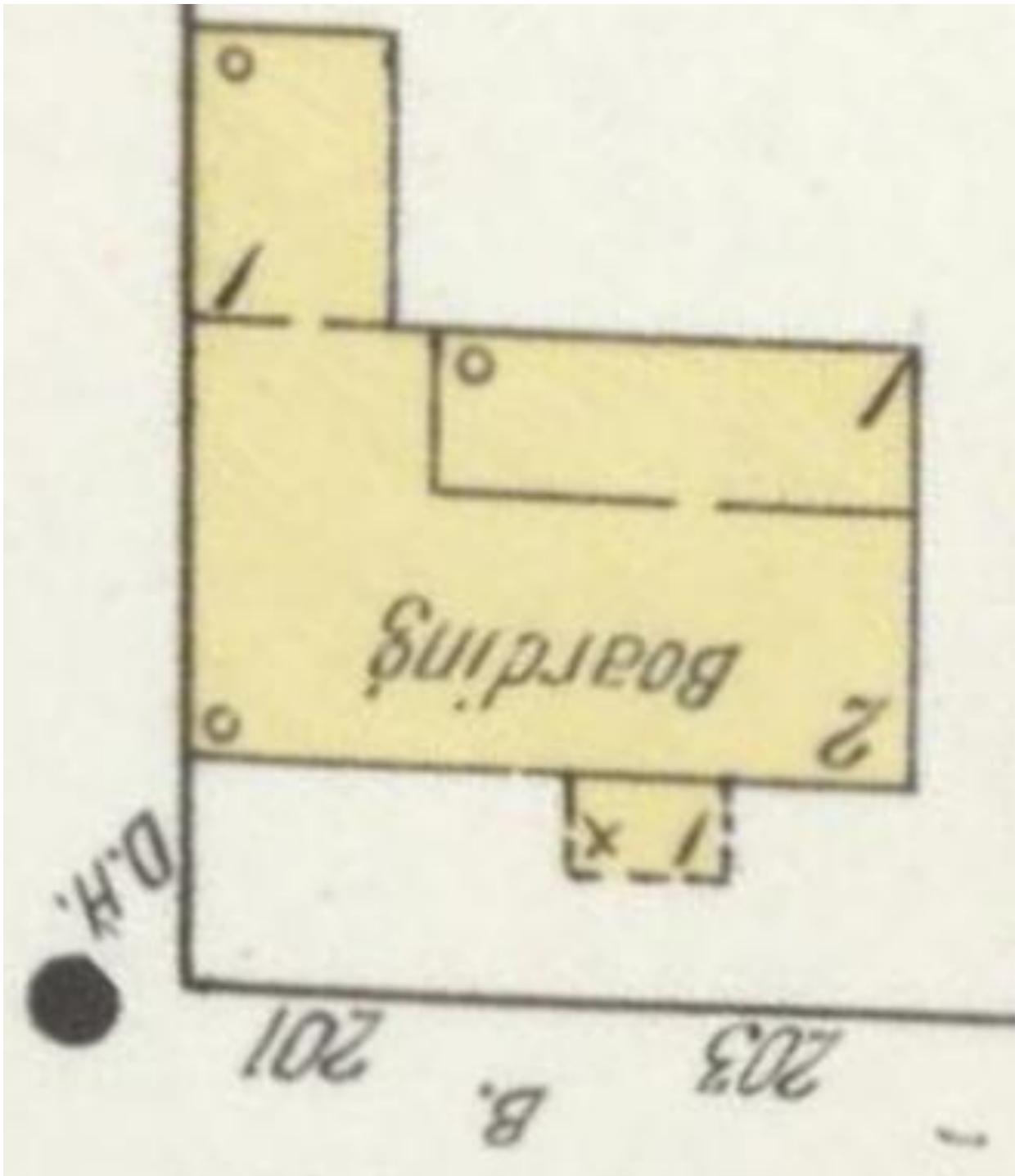
Map 2E. The “Smith H. Hale/Archer Building” in May 1897. Note that the corner of this two-story, wood-framed building is occupied by an unidentified clothes store (“Clo.”), while the portion on the right was occupied as a dwelling (“D”).



Map 3E. The “Smith H. Hale/Archer Building” in April 1903. Note that the corner of this two-story, wood-framed, building is occupied by a saloon (“Sal.”), apparently John M. Barlow’s “Fine Wines and Liquors,” while the portion on the right is occupied as a dwelling (“D”).



Map 4E. The “Smith H. Hale/Archer Building” in December 1908. Note that the entire two-story, wood-framed building is occupied by an unidentified “Boarding” house.



Map 5G. The “Smith H. Hale/Archer Building” in July 1913. Note that the entire two-story, wood-framed building is occupied by an unidentified “Boarding” house.





Figure 83. A detail of the two-story (?), wood-framed “Smith H. Hale/Archer Building,” on the right, on 6 October 1895, the day the liberty bell came to Johnson City. The building on the left (with the sign reading, in part: “Liquors... Purposes.”) was originally built by Henry Johnson by 1858. It was the original “Johnson’s Depot.” At this time, it was occupied by Hugh O’Boyle’s Saloon.<sup>104</sup>

5.1. “Smith H. Hale/Archer Building,” here by 1871, removed between 1913 and 1920

Note: The author did not find a formal name for this building. In the interest of clarity, the author has opted to call it the “Smith H. Hale/Archer Building.” However, the author has not found any historical information that supports this.

Smith H. Hale, Dwelling, here? by 1871 to at least 1894  
Leased (?) for use as “Archer’s House” around 1891?  
F.R. McCourry, “Fine Wines and Liquors,” by 1899  
John M. Barlow, “Fine Wines and Liquors,” 1899 to perhaps 1903  
Hotel Blevins, 1907

5.1.2. Smith H. Hale, Dwelling, here? by 1871 to at least 1894  
(Tentatively placed here, the evidence is rather thin and confusing, see 15 May 1890, below.)

1 September 1871. Bristol News.

“Points About Johnson’s. Johnson City. Aug. 28, ‘71... S.H. Hale has erected, on his old site a very neat building, comprising store-room and dwelling combined...” This appears to be a reasonable description of the building on the northwest corner of West Market Street and the E.T. & V. Railroad.

15 May 1890. Johnson City Comet.

“A Big Scheme. A company of local capitalists have bought all the property along West Market street for quite a distance and are going to improve it. The creek will be straightened and moved and the stables and shops along the street will give way to business houses. The [Smith H.] Hale building near the railroad will be torn down at once and a large block erected in its stead. The street will be made 80 feet wide.” Note, assuming that this is a reference to the building on the northwest corner of the intersection of West Market Street and the Southern Railway mainline, this building appears to have remained until sometime between 1913 and 1920.

16 October 1890. Johnson City Comet.

“Stabbed to Death. Shortly after noon Sherman Lewis stabbed John Dow to death. The fight occurred in the rear of the [Smith H.] Hale property on Railroad street. The combatants were alone and after Dow had been stabbed he walked through the house onto the railroad and died. Lewis attempted to escape but was captured on the Tannery knob by officer Remine and brought to the city. He had a preliminary trial before Esquire Hart yesterday and to-day and was bound over to Court. He will go to jail at Jonesboro to await trial.”

January 1891. The Sanborn Fire Insurance Company map for this area shows that the northwest corner of West Market Street and the E.T.V. & G. railroad was occupied by the “Archer Ho.” (Archer House? Archer Hotel?). This is the only reference, found by the author, to this enterprise.<sup>105</sup>

21 June 1894. Johnson City Comet.

“Smith Hale Dead. Smith H. Hale, one of our oldest and best known citizens died at his home on Railroad street, last Thursday the 14<sup>th</sup> and was buried Friday in the old cemetery. He was about sixty-eight years old and had lived in the city since long before the war. A host of friends and relatives mourn his death. His good wife preceded him to the spirit world about a year since. He leaves one son and three daughters, all grown, and considerable property which he accumulated in his younger days of health and strength.”<sup>106</sup>

May 1897. The Sanborn Fire Insurance Company map for this area shows that the “Smith H. Hale/Archer Building” had been partitioned and was occupied by an unidentified clothing (“Clo.”) enterprise and a dwelling (“D”).

### 5.1.3. F.R. McCourry, “Fine Wines and Liquors,” by 1899



Figure 84. Johnson City Comet, 16 February 1899.  
This advertisement ran until at least 1 June 1899.

### 5.1.4. John M. Barlow, “Fine Wines and Liquors,” 1899 to perhaps 1903

29 June 1899. Johnson City Comet.

“F.R. McCourry has sold his bar fixtures and stock to W.B. McNabb, who will continue the business at the same stand.”

6 July 1899. Johnson City Comet.

“In last week’s issue of The Comet it was stated that W.B. McNabb had purchased the saloon of F.R. McCourry. We were misinformed. John M. Barlow has bought the stock, and will continue the business at the same stand.”



Figure 85. Johnson City Comet, 6 July 1899.  
This advertisement ran until at least 12 October 1899.

Note: A similar advertisement with an address of only “West Main Street” appeared on 26 October 1899. However, it seems unlikely that this enterprise had actually moved from its original location. This 26 October 1899 advertisement was also the last mention, found by the author, of this enterprise.

26 February 1903. Johnson City Comet.

“Johnson City Dry. – The Legalized Saloon Must Go Hence From Johnson City... The expected has taken place and on schedule time. The temperance bacilli has been at work in Johnson City for years and when the opportunity presented itself those inoculated swept everything before them. We have frequently said that Johnson City has fewer drinking men than any town in the state, but must confess that we thought there were more than eleven. Those eleven fellows sustained seven saloons with what little assistance they got from neighboring towns and sustained them well...”

April 1903. The Sanborn Fire Insurance Company map for this area shows that the “Smith H. Hale/Archer Building” had been partitioned and was occupied by a dwelling (“D”) and a saloon (“Sal.”), perhaps still that of “John M. Barlow” “Fine Wines and Liquors.”

7 May 1903. Johnson City Comet.

“Barrooms Leaving. One by one the saloons are closing. T.A. O’Donnell closed Thursday under litigation and M. McGinley’s license expired Friday. It is understood that Geo. W. Holmes will go to Knoxville at once and that will leave only three saloons in the city.”<sup>107</sup>

### 5.1.5. Smith H. Hale Building, 1906

30 August 1906. Johnson City Comet.

“Straws – Parties interested in the S. & W. are buying considerable real estate in the city. They have purchased the old Smith Hale building on the corner of West Market street and the Southern right of way, bought the Mary McKinney house, and have taken options on several other pieces of property on West Market street. It is believed they acquired the old Carr stable, and they now seem to want the old McNees lot opposite. It is evident that a great deal of the property under option by the officials of this road is for speculation purposes, as it is so widely separated it could not all be used for railroad purposes. This shows they have faith in their work and know what they intend to do for this town.”

Hotel Blevins.

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Meals served at all hours  
between 5:30 a. m. and 8  
p. m. Rates reasonable.  
Special rates to regular  
boarders. Also fresh pies,  
bread and cakes for sale.

MRS. J. S. BLEVINS,  
Proprietress.

Cor. Market and R. R. Sts.

Figure 86. Johnson City Comet, 18 July 1907.<sup>108</sup> This enterprise is tentatively placed here since the Sanborn Fire Insurance Company map of this area from December 1908 indicates a boarding house occupied this site. However, by 21 November 1907, Mrs. J.S. Blevins had moved her enterprise to the “White Elephant.”

21 November 1907. Johnson City Comet.

“Mrs. J.S. Blevins has moved to the ‘White Elephant’ and has enlarged her facilities for keeping boarders. She is running a first class boarding house at moderate cost.”

December 1908. The Sanborn Fire Insurance Company map for this area shows that the “Smith H. Hale/Archer Building” was occupied by an unidentified “Boarding” house.

15 September 1910. Johnson City Comet.

“Southern is Erecting Gates – Yesterday morning the Southern Railway began erecting gates at the Roan street crossing and will also protect Main and Market street crossings in a like manner, the three being operated by compressed air from a signal tower. This will be cheerful news to Johnson Citians.”

“Will Erect Tower Near Fountain – The Southern will operate the gates to be erected at Main and Market street crossings by compressed air from a watchtower to be erected on the square near the fountain. The Roan street gates will be operated separately.”

15 December 1910. Johnson City Comet.

“Gates Being Put In operation – The gates that have been installed at the Market and Main street crossings of the Southern are being balanced and the compressed air connections made so they can be put in operation at once. They will be operated from the tower in the Fountain Square.”

Note: Interestingly, this structure was not included on the Sanborn Fire Insurance Company map of this area for 1913, see Map 5A.

July 1913. The Sanborn Fire Insurance Company map for this area shows that the “Smith H. Hale/Archer Building” was occupied by an unidentified “Boarding” house.

February 1920. The Sanborn Fire Insurance Company map for this area shows that “Smith H. Hale/Archer Building” had been removed and that the lot on the northwest corner of West Market Street and the Southern Railway was vacant.

See Section 6.1. for the information on the later occupants of this area.

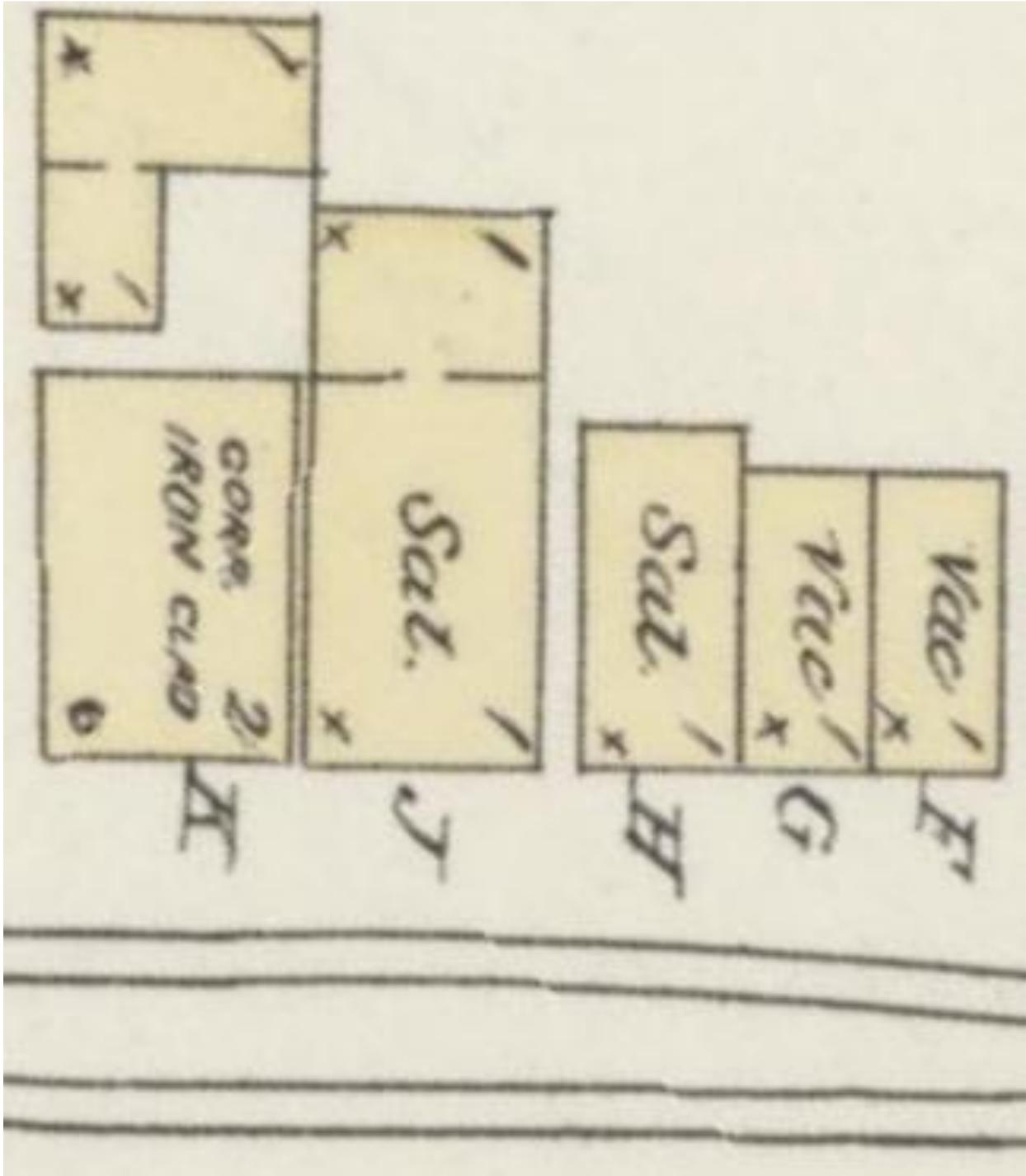
## 5.2. The “Warehouse Block,” 1890 – 1920

Note: For convenience, the author has divided the “warehouse block” into three sections (designated 1, 2, and 3), which are defined below. This approach has no historical basis. The author has chosen to introduce this approach in the interest of clarity and simplicity.

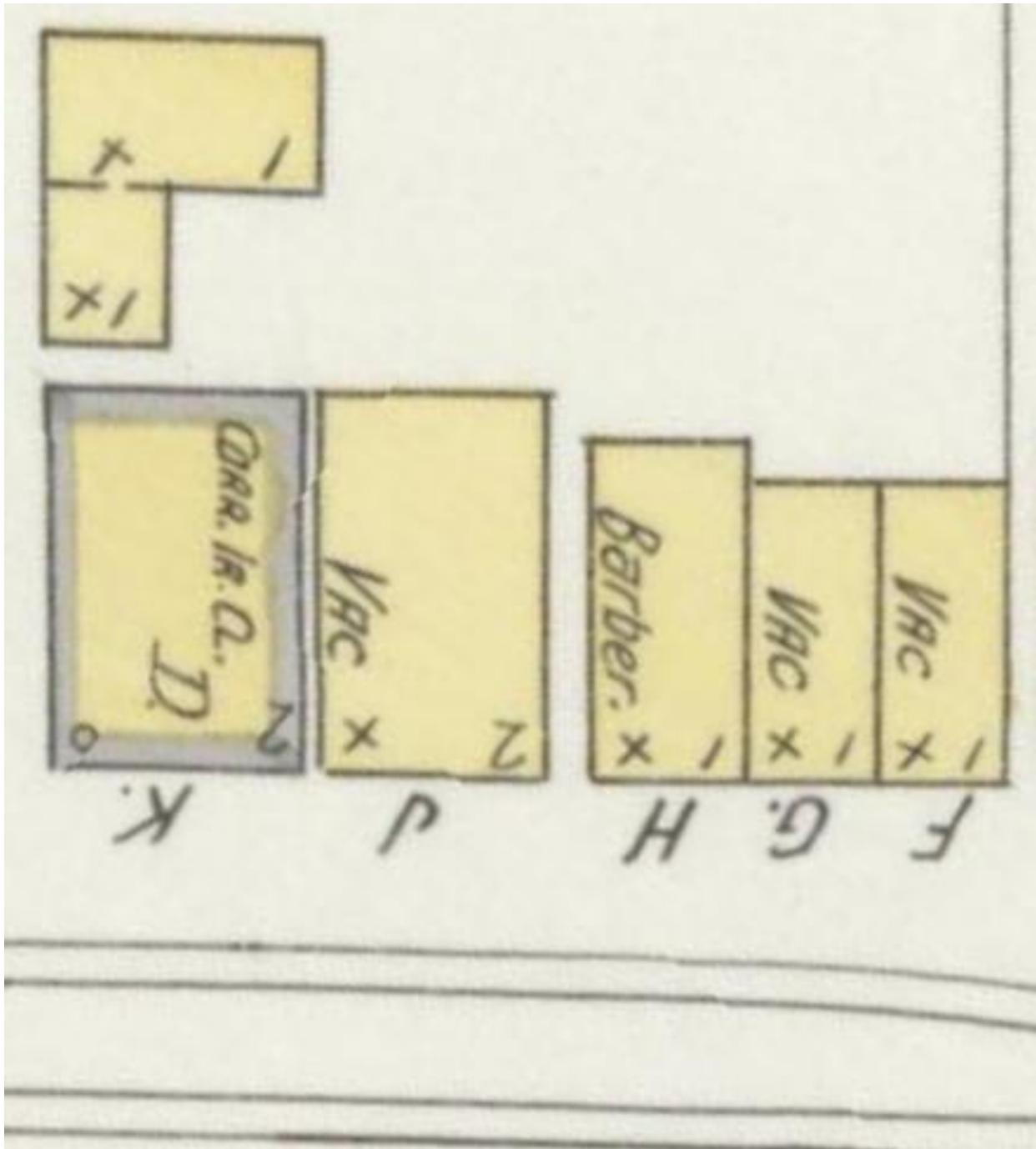
J.F. Sharp, Painter and Paper Hanger, here? 1888 – 1889

Henry Brogan, Restaurant, by 1903? to at least 1908 (perhaps until 1913 or as late as 1920)

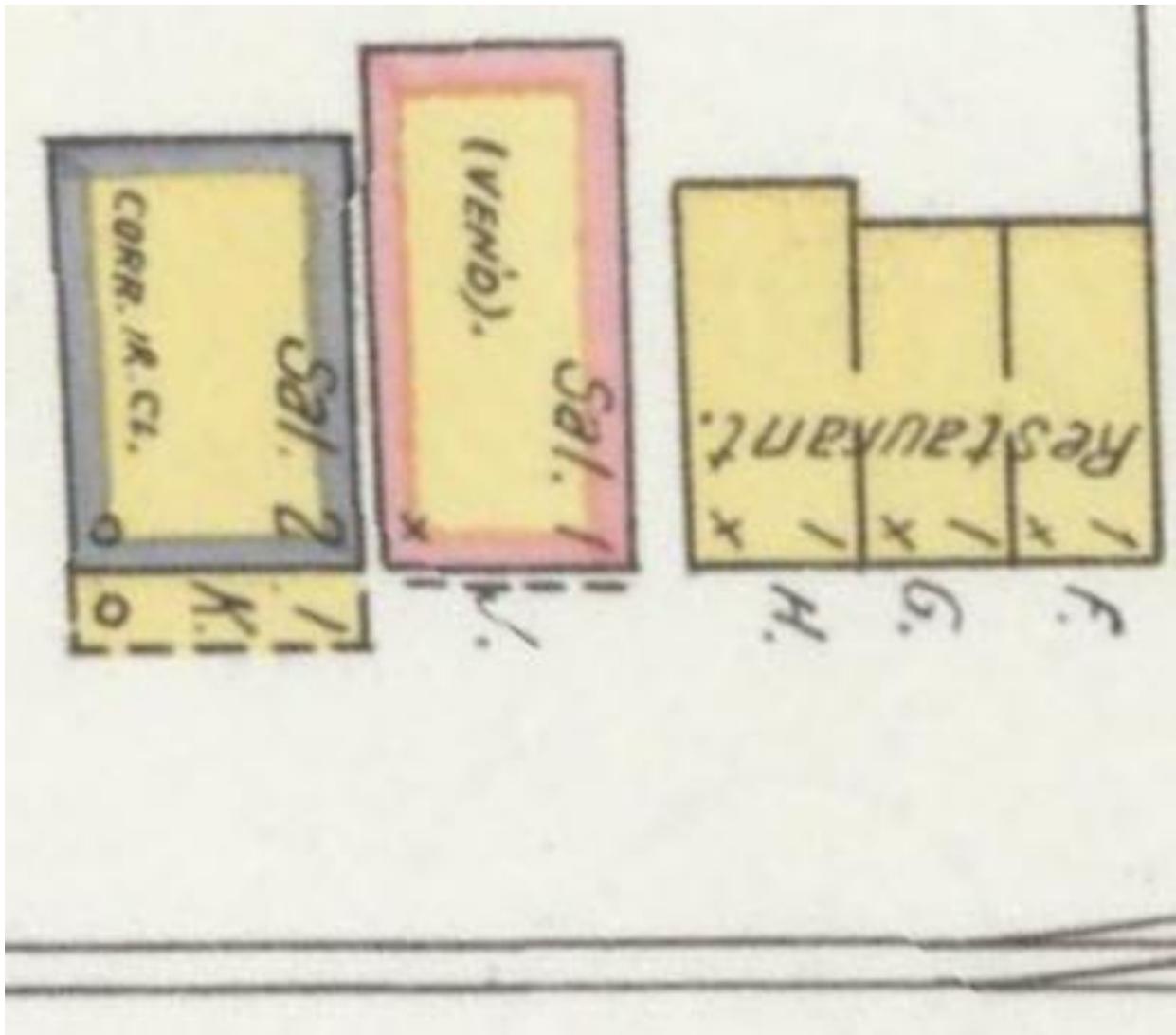
5.2.1. "Warehouse Block," Section 1, 1891 – 1913



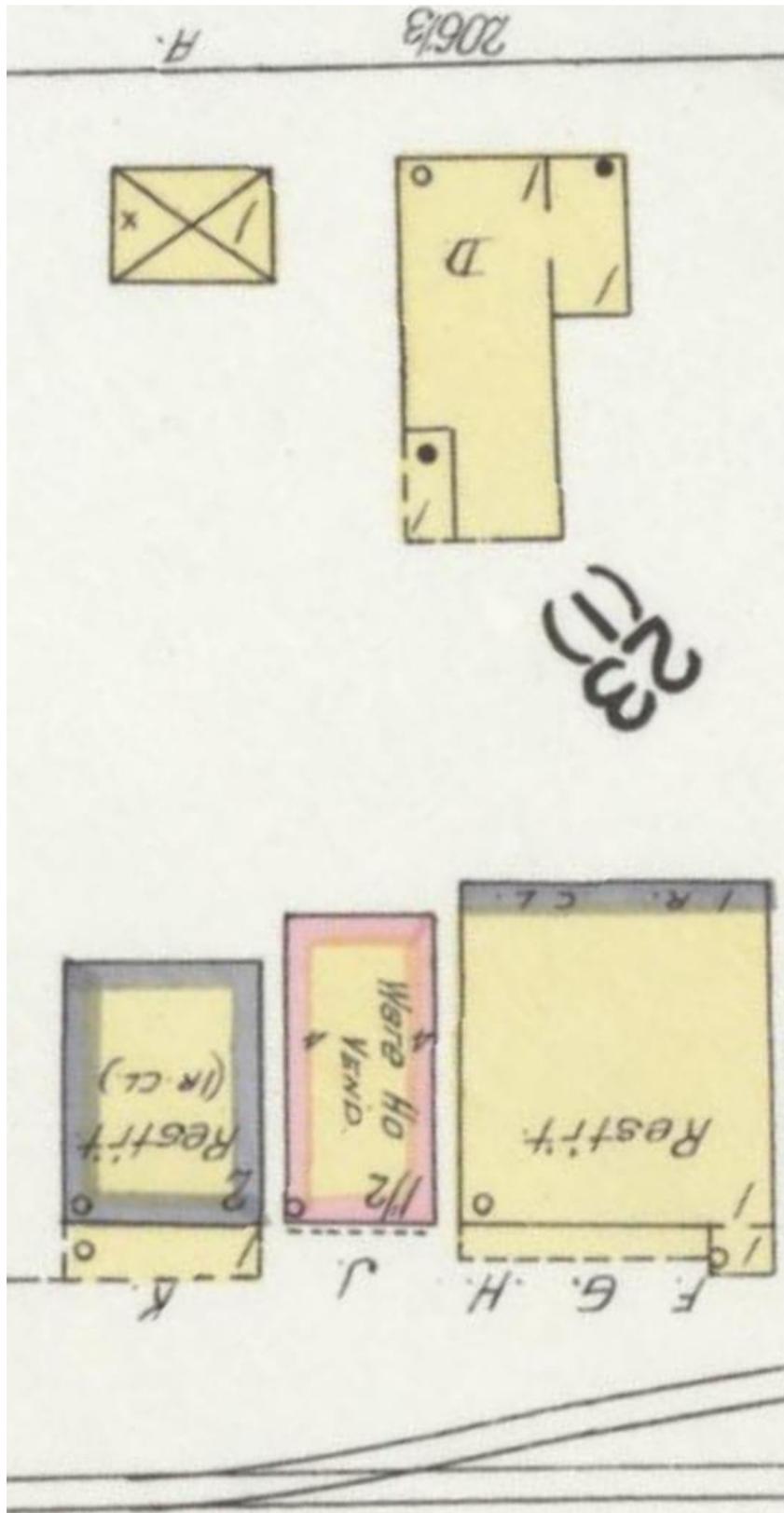
Map 1F. January 1891. From left to right along the E.T.V. & G. railroad mainline: one two-story, wood-framed "Corr Iron Clad" building ("K") for which no type of occupant was specified, two one-story, wood-framed unidentified saloons ("Sal." "J" and "H"), and two vacant one-story, wood-framed structures ("Vac" "G" and "F").



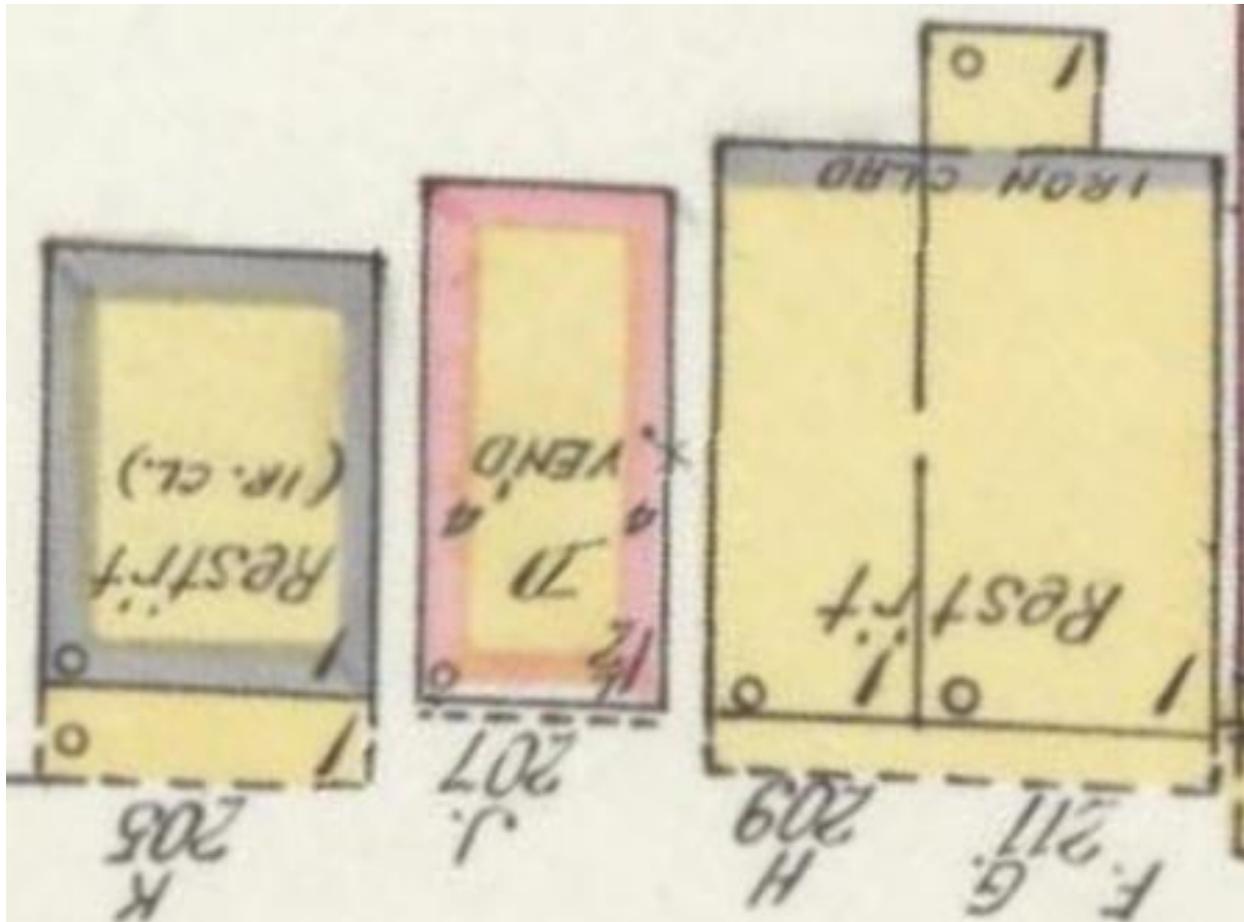
Map 2F. May 1897. From left to right along the E.T.V. & G. railroad mainline: one two-story “Corr Ir. Cl.” building (“K”) that was occupied as a dwelling (“D.”), a vacant, wood-framed structure (“J,” now two-stories tall), a one-story, wood-framed “Barber” shop (“H”), and another two vacant one-story, wood-framed structures (“Vac” “G” and “F”).



Map 3F. April 1903. From left to right along the Southern Railway mainline: an unidentified saloon (“Sal.”) in the two-story “Corr Ir. Cl.” building (“K”), another unidentified saloon (“Sal.”) in the now one-story brick-veneered building (“J.”), and a one-story, wood-framed “Restaurant” (“H.,” “G.,” and “F.”) perhaps already operated by Henry Brogan. By 1904, the “Restaurant” (“H.,” “G.,” “F.”) belonged to Henry Brogan and one of the saloons (“J.”) had been converted into a dwelling that was owned by “Mrs. McGovern.”



Map 4F. December 1908. From left to right along the Southern Railway mainline: an unidentified restaurant (“Rest’r’t”) in the two-story “Ir. Cl.” building (“K”), an unidentified “Ware Ho.” in the now 1½-story brick-veneered building (“J.”), and a one-story, wood-framed Restaurant (“Rest’r’t,” “H.,” “G.,” and “F.”) with iron cladding on its west side, perhaps still operated by Henry Brogan.



Map 5H. July 1913. From left to right along to the Southern railway mainline: an unidentified restaurant (“Rest’r’t”) in the now one-story “Ir. Cl.” building (“K,” 205 Railroad Street). a dwelling “D” in the 1½-story brick-veneered building (“J,” 207 Railroad Street), and in the one-story, wood-framed building a Restaurant (“Rest’r’t,” “H.,” “G.,” and “F.”; 211 and 209 Railroad Street), perhaps still operated by Henry Brogan). By 1920, all of these structures had been removed.

5.2.1. “Warehouse Block,” Section 1, 1891 – 1913 (perhaps as late as 1920)

Table 3. Some Occupants of the “Warehouse Block,” Section 1, 1891 – 1913

Building Identification	K	J	H	G	F
Address on Railroad Street in 1913	205	207	209	211	
1887 – 1889	J.F. Sharp Painter & Paper Hanger Here?				
January 1891	Not specified	Saloon (unidentified)	Saloon (unidentified)	Vacant	Vacant
May 1897	Dwelling (unidentified)	Vacant	Barber (unidentified)	Vacant	Vacant
April 1903	Saloon (unidentified)	Saloon (unidentified)	Restaurant (Henry Brogan’s?)		
1904		Dwelling (Mrs. McGovern)	Henry Brogan’s Restaurant, by 1903? to at least 1908		
December 1908	Restaurant (unidentified)	Warehouse (unidentified)	Restaurant (Henry Brogan’s?)		
July 1913	Restaurant (unidentified)	Dwelling (unidentified)	Restaurant (Henry Brogan’s?)		

Note: Other than the information contained in the Sanborn Fire Insurance Company maps for this area between 1891 and 1913, and the two articles below; the author did not find any information or photographs that pertained to these structures.

5.2.1.1. J.F. Sharp, Painter and Paper Hanger, here? 1888 – 1889  
(205 Railroad Street)

The author has tentatively placed this enterprise in building “K,” however, it is very possible that this enterprise was in one of the other buildings.



Figure 87. Johnson City Comet, 5 April 1888.  
This advertisement ran until at least 22 August 1889.

5.2.1.2. Henry Brogan, Restaurant,  
by 1903? to at least 1908 (perhaps until 1913 or as late as 1920)  
(209 and 211 Railroad Street)

14 July 1904. Johnson City Comet.

“Sheriff’s Sale – In the Circuit Court at Jonesboro, Washington County, Tenn. – State of Tennessee vs. Napy Miller and Henry Bogan. – By virtue of a venditioni exponasi issued by the clerk of the circuit court for Washington county, Tennessee, in the above styled cause, I will, on Saturday, August 13<sup>th</sup>, 1904, at the Opera House door in Johnson City, Tennessee, offer for sale to the highest bidder, for cash in hand, all the right, title, claim and interest that the defendant, Napy Miller and Henry Bogan have in and to the following lot or parcel of land, more particularly described as follows, to-wit: One house and lot lying in the town of Johnson City, Washington County, Tennessee, and in the Ninth civil district, bounded as follows: On the west by a brick house owned by Mrs. McGovern, on the east by the old Peoples hotel or boarding house, on the north by an alley, and on the south by the Southern railway and now occupied by Henry Bogan as a dwelling

and store-house, the same having been levied upon June 7<sup>th</sup>, 1904, in the above suit and returned to the office of the circuit court clerk by I.N. Boring, deputy sheriff.

The said described land will be sold to satisfy a judgment that the State of Tennessee obtained against said Napy Miller and Henry Bogan, security, in the circuit court on the 2<sup>nd</sup> day of February, 1904, with interest thereon, and also for the cost of the cause, unless said debt, interest and costs shall be sooner paid. This the 12<sup>th</sup> day of July, 1904. Gus Broderick, Sheriff. By I.N. Boring. D.S.”

30 July 1908. Johnson City Comet.

“Negro Woman Shot. Last Monday afternoon Minnie Cristopher shot Ada Thompson in the abdomen at Henry Bogan’s restaurant. The shooting occurred in the second round of the battle, in the first Ada struck Minnie with a bottle and bruised her. Minnie made her escape and was not captured until Wednesday afternoon at Watauga. Ada died Tuesday. The women came here with railroad hands recently.” This was the only mention, found by the author, of this enterprise.

5.2.2. “Warehouse Block,” Section 2, by 1887 – 1920

Peoples Hotel Building, by 1887 to between 1908 and 1912

“Peoples Ho.,” by 1887 to at least 1897

Vacant, 1903

“Hotel (Negro),” by 1908 to no later than 1912

This building was removed by 1912

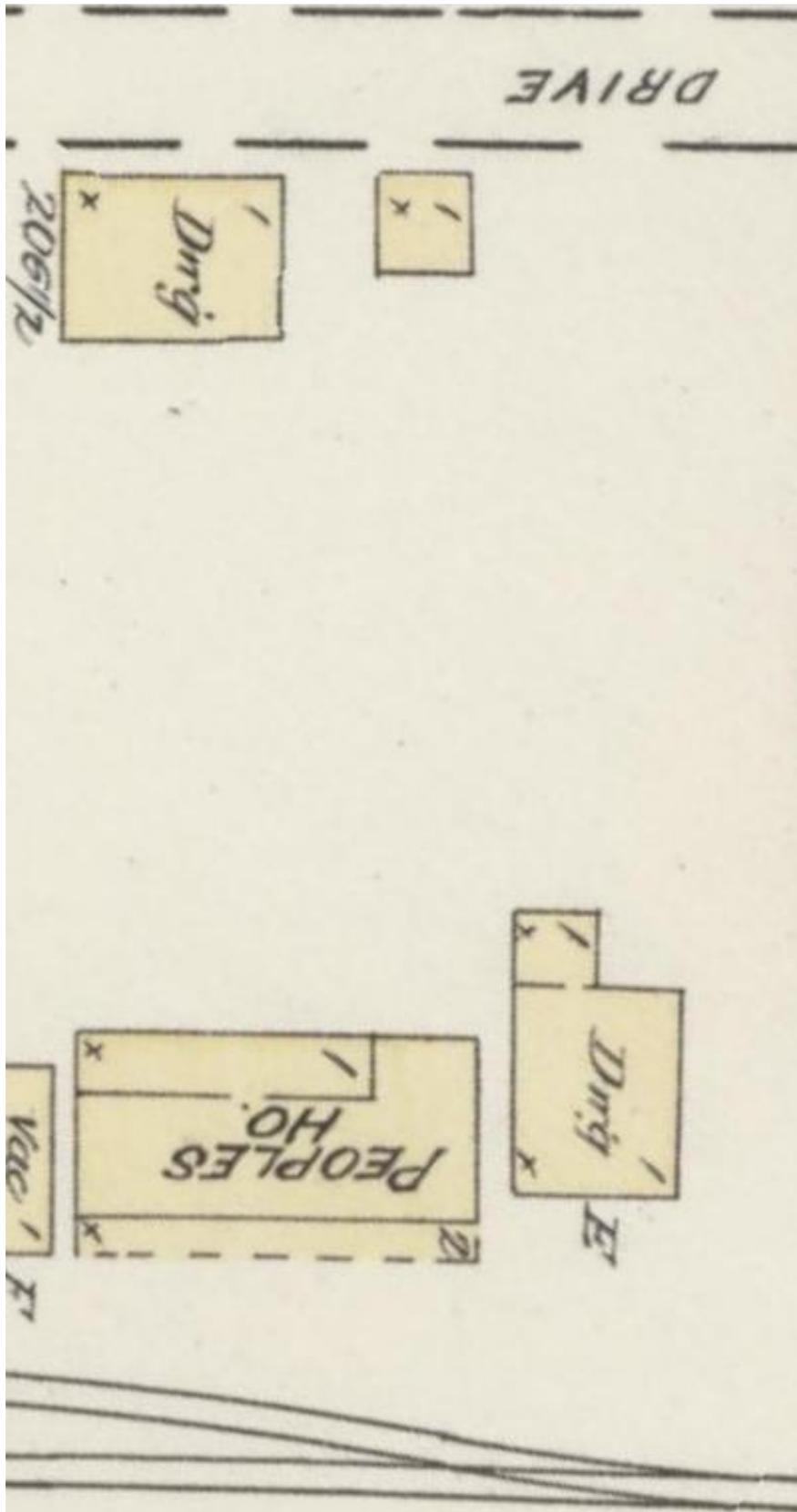
W.W. Remine and J.W. Franklin, Business Block, 1912 to no later than 1920

This structure (removed by 1920) was built on the lot previously occupied by “Peoples Ho.”

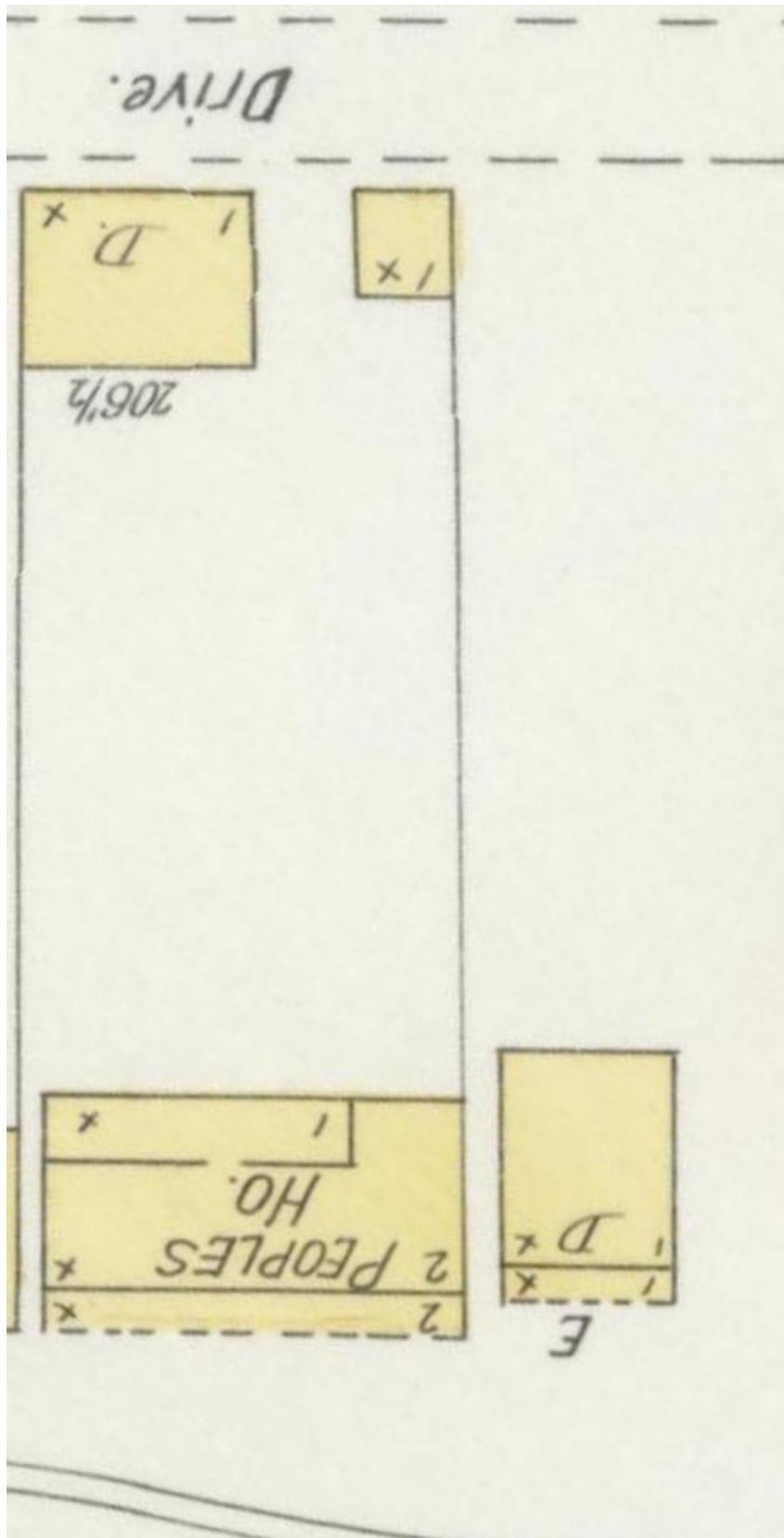
Dwelling in Building “E,” here by 1887? to no later than 1908

Brewer McKeehan Dwelling, here? 1887

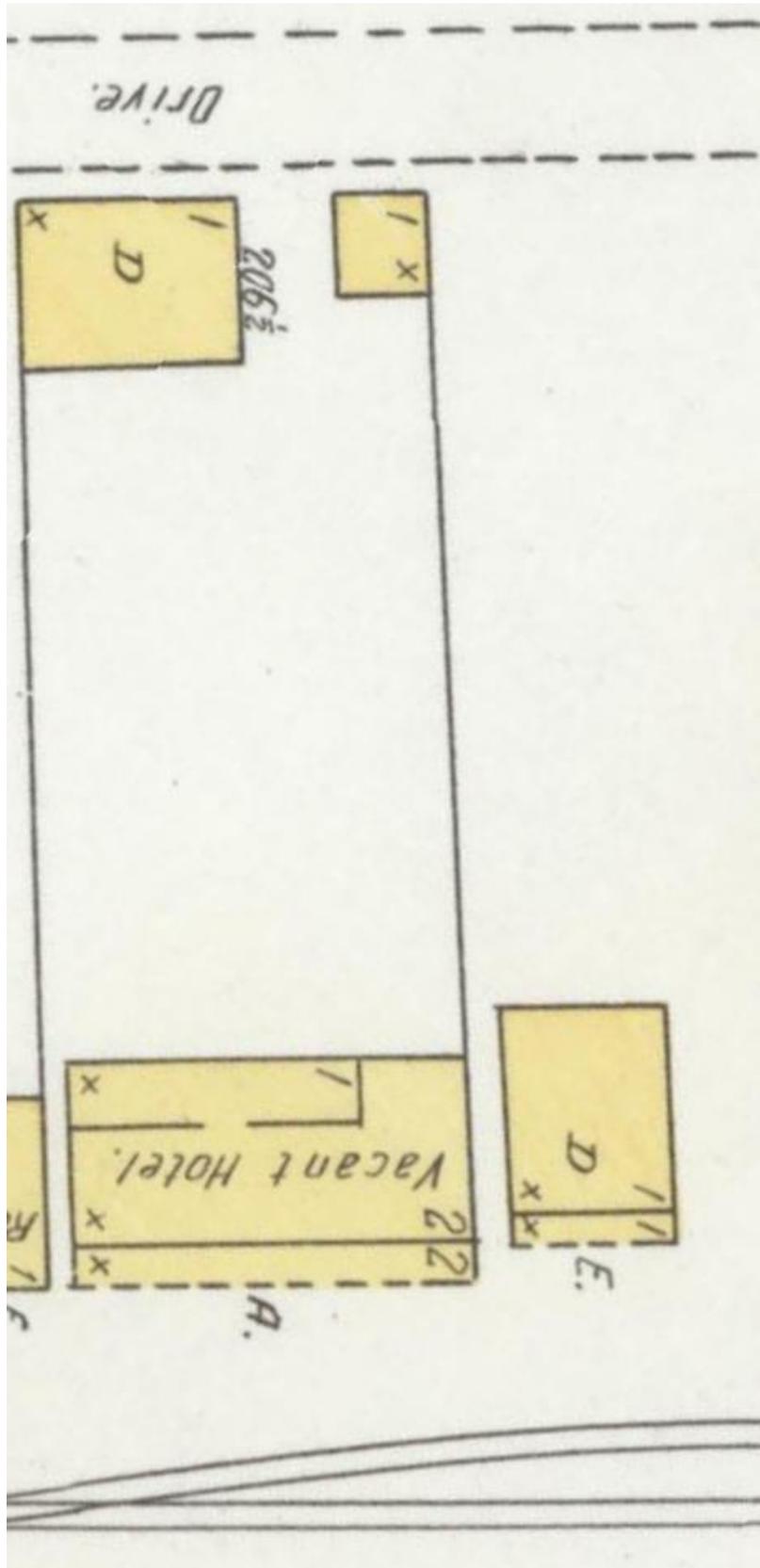
This building appeared on the Sanborn Fire Insurance Company maps as a dwelling from 1891 to no later than 1908. It was replaced by the “new” “Shoun & Company” building at 143 Commerce Street, see Section 5.2.3.19., below.



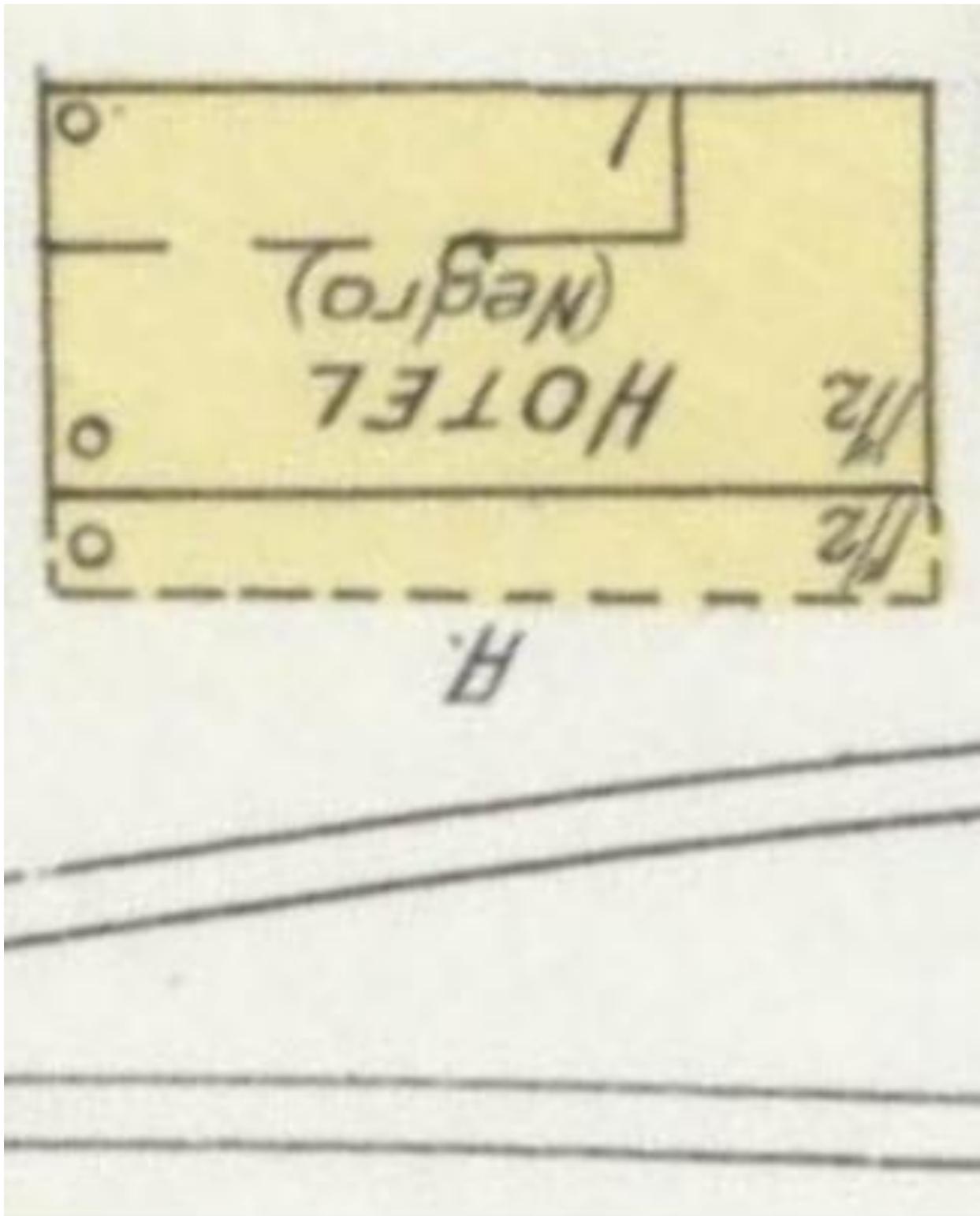
Map 1G. January 1891. Note “Peoples Ho.” in a two-story, wood-framed building and, perhaps, the dwelling of Brewer McKeehan (here? 1887) to the right in a one-story, wood-framed structure (“Dw’g” building “E”).



Map 2G. May 1897. Note the two-story, wood-framed “Peoples Ho.” and a one-story, wood-framed dwelling (“D” in building “E”).



Map 3G. April 1903. A two-story, wood-framed “Vacant Hotel” (building “A,” previously “Peoples Ho.”). By 1908, the dwelling (“D,” building “E”) had been removed and was replaced, apparently by the “Shoun & Company” building at 143 Commerce Street, see Section 5.2.3.19., below.



Map 4G. December 1908. Note the 1½-story, wood-framed “Hotel (Negro)” (“A”). By July 1913, this hotel had been removed and a one-story brick warehouse with a basement had been built in its place at 213 Railroad Street for “W.W. Remine and J.W. Franklin;” which was occupied by an unidentified “Whol. Fruits & Vegetables” enterprise and an “Ice Cream M’F’G Bst” (apparently in the basement). The ice cream enterprise might have been that of T.J. Cox.

5.2.2. “Warehouse Block,” Section 2, by 1887 to not later than 1913

Peoples Hotel Building, by 1887 to between 1908 and 1912

“Peoples Ho.,” by 1887 to at least 1897

Vacant, 1903

“Hotel (Negro),” by 1908 to no later than 1912

This building was removed by 1912

W.W. Remine and J.W. Franklin, Business Block, 1912 to no later than 1920

This structure (removed by 1920) was built on the lot previously occupied by “Peoples Ho.”

Dwelling in Building “E,” here by 1887? to no later than 1908

Brewer McKeehan Dwelling, here? 1887

This building appeared on the Sanborn Fire Insurance Company maps as a dwelling from 1891 to no later than 1908. It was replaced by the “new” “Shoun & Company” building at 143 Commerce Street, see Section 5.2.3.19., below.

5.2.2.1. Peoples Hotel Building, by 1887 to between 1908 and 1912

“Peoples Ho.,” by 1887 to at least 1897

10 November 1887. Johnson City Comet.

“Mr. A. Peoples is enlarging his residence on Railroad street by building two additional rooms on the end. It is now occupied by Mrs. Ball as a boarding house.”<sup>109</sup>

22 March 1888. Johnson City Comet.

“Mr. A. Peoples has treated his house to a new coat of paint which greatly enhances its appearance.”

11 October 1888. Johnson City Comet.

“Poisoned. Last Sunday night fourteen of the boarders at the Peoples House were taken very ill immediately after supper. Physicians were called and an investigation made which resulted in establishing the fact that some would-be murder had put arsenic in the coffee. The fiend was too lavish with the poison and gave the victims an overdose, thereby saving their lives. The parties were very sick for a day or two, but all are better now. Evidence is being accumulated that will convict the guilty party.”

20 December 1888. Johnson City Comet.

“Bob Brooks, colored, was arrested last Sunday and had a preliminary hearing before H.C. Hart, Esq., on the charge of poisoning the boarders at the People’s House some time ago. The trial was put off until this morning on account of the illness of a witness, and not being able to give bond Brooks was taken to Jonesboro and put in jail. Some very sensational letters written by Brooks to Mr. Smith, the proprietor of the house, regarding Smith’s domestic affairs were read during the trial Sunday.”

24 July 1890. Johnson City Comet.

“Shameful, and a Nuisance. From ‘early morn till dewy eve,’ every Sunday, and late into the night of the same day, on the railroad opposite the four bar-rooms beginning at Watauga saloon [apparently near the Hotel Piedmont] and as far up the railroad as the People’s House, the air is made thick with expressions of profanity, obscenity and vulgarity. We repeat that this is shameful, and a nuisance. There is a remedy. Will it be applied? We shall see.”

January 1891. The Sanborn Fire Insurance Company map for this area shows that this building was occupied by “Peoples Ho.” (Peoples House? Hotel?).

26 March 1891. Johnson City Comet.

“Azariah Peoples, Jr., died at the People’s House Monday.”

21 April 1892. Johnson City Comet.

“Azariah Peoples Dead. At 9 o’clock Tuesday night ‘uncle’ Azariah Peoples breathed his last, at his home in the Bowman House on Railroad street. He was 79 years old and for two years has been confined to his bed from the effects of the grip. The deceased was a member of the Baptist church and was an honest, conscientious man. The remains were interred in the family burying ground on Knob Creek Wednesday.”

1 February 1894. Johnson City Comet.

“Mrs. Elliott died at the People’s House Friday of old age and grippe. The remains were taken to Bluff City, her former home, for burial.”

11 March 1897. Johnson City Comet.

“Big Flood. The heavy rain Tuesday night put old Brush Creek on the war path and it came near flooding the town... The platform and steps of the old Peoples house were completely submerged.”

May 1897. The Sanborn Fire Insurance Company map for this area shows that this building was occupied by “Peoples Ho.” (Peoples House? Hotel?).

April 1903. The Sanborn Fire Insurance Company map for this area shows that this building (structure “A” on the map) was vacant at this time.

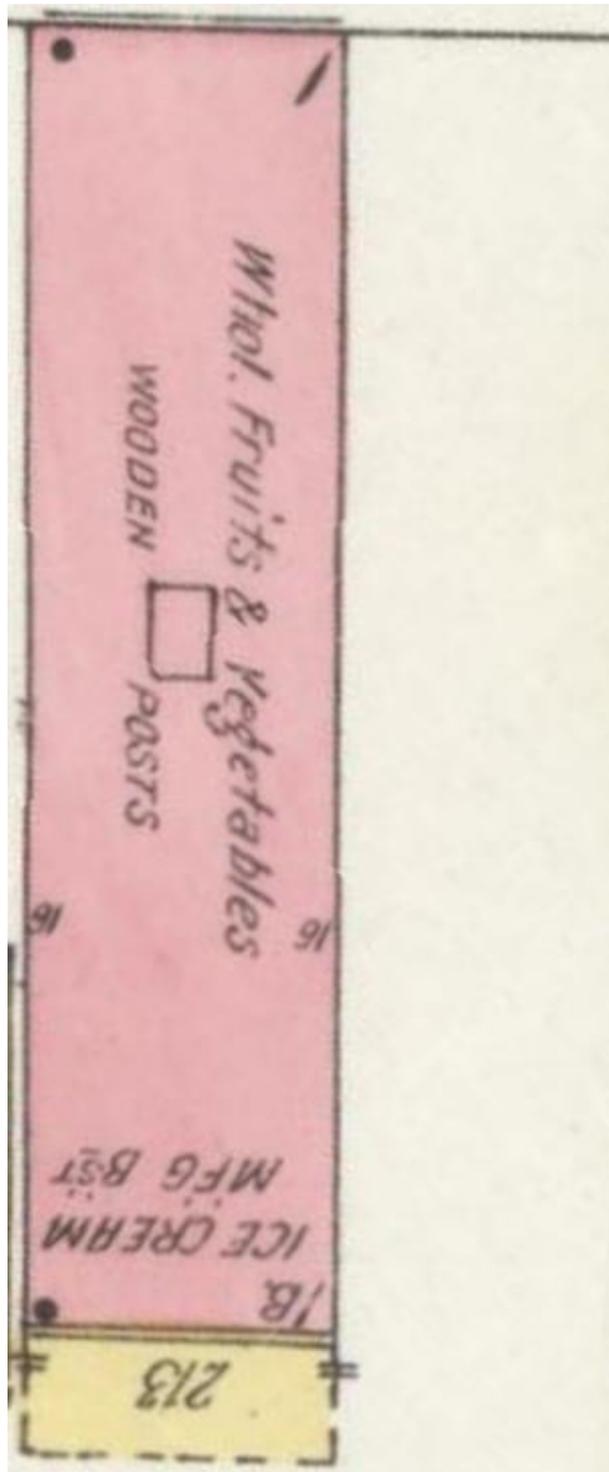
December 1908. The Sanborn Fire Insurance Company map for this area shows that this building (structure “A” on the map) was a “Hotel (Negro),” at this time.

7 January 1909. Johnson City Comet.

“A Bad Location Needs Attention – There is an ordinance prohibiting swearing and using bad language on the streets and in public places in the city, but one would think that the city was offering an award for the one that could do the most of it, if he would go anywhere from the public square and Market street down the railroad to the wholesale fruit and produce houses [e.g. Shoun & Company, Wholesale Groceries] among the colored people, and it is said the town has a colored policeman who might easily earn his salary if he would attend to his business in that direction. It is certainly a great annoyance and nuisance to those passing that way. It might be an excellent idea for the other policemen to pay a little attention to the matter also, especially for the benefit of the children and ladies who are compelled to pass in that direction.”

July 1913. The Sanborn Fire Insurance Company map for this area shows that the “Hotel (Negro)” had been removed and replaced with a building that was occupied by an unidentified Whole Fruits & Vegetables (“Whol. Fruits & Vegetables”) enterprise that was built for “W.W. Remine and J.W. Franklin” on that lot (213 Railroad Street).

5.2.2.2. W.W. Remine and J.W. Franklin, Business Block, 1912 to no later than 1920



Map 5J. July 1913. This one-story brick warehouse with a basement was constructed at 213 Railroad Street (February 1920: 215 Railroad Street; June 1927: 144 Railroad Street/145 Commerce Street), where "Peoples Ho." once stood. It appears that this "business block" was built for "W.W. Remine and J.W. Franklin." At this time, this warehouse was occupied by an unidentified "Whol. Fruits & Vegetables" enterprise and an "Ice Cream M'F'G Bst" (apparently in the basement). The ice cream enterprise might have been that of T.J. Cox.

#### 5.2.2.2. W.W. Remine and J.W. Franklin, Business Block, 1912 to no later than 1920

Note: This “business block” appears to be at 213 Railroad Street because this was the only new structure built in this area between 1908 and 1913, see maps 4D and 5F.

20 June 1912. Johnson City Comet.

“New Buildings Will be Let to Contract – W.W. Remine and J.W. Franklin will begin at once the erection of a \$12,000 business block opposite the site selected for the new passenger station...” This was the only mention of this undertaking, found by the author.

July 1913. The Sanborn Fire Insurance Company map for this area shows a brick warehouse, built as a one-story building with a basement, constructed for “W.W. Remine and J.W. Franklin,” on the same lot where the “Peoples Ho.” building stood (by 1887 to no later than 1912) occupied by an unidentified “Whol. Fruits & Vegetables” enterprise (at 213 Railroad Street; February 1920: 215 Railroad Street; June 1927: 144 Railroad Street/145 Commerce Street), with an “Ice Cream M’F’G” (apparently in the basement and perhaps operated by T.J. Cox).

February 1920. The Sanborn Fire Insurance Company map for this area appears to show that at 215 Railroad Street (no address given for Commerce Street; July 1913: 213 Railroad Street (“W.W. Remine and J.W. Franklin Building”); June 1927: 144 Railroad Street/145 Commerce Street, see maps 5F and 7J): a one-story brick building (with basement) occupied by the Lowery Fruit Company (“Whol. Fruit”). By June 1927 this building was reported as being two-stories (or, perhaps, it had been removed and replaced with a new building with two-stories and a basement).

T.J. Cox Ice Cream Company, here? 1916

Note: It seems most likely, since it reads “Factory W. Market St.,” that this operation was actually located in the Worley/O’Boyle Building at 101 West Market Street. However, it is possible that it was actually located at 213 Railroad Street. See Map 6A.

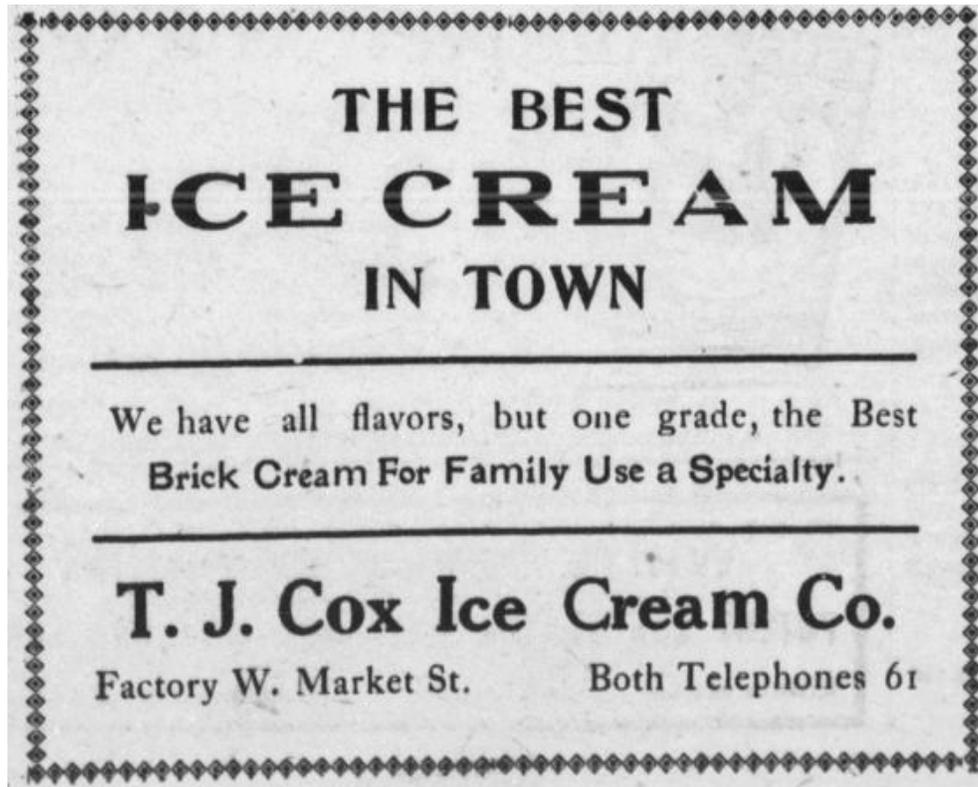


Figure 88. Johnson City Comet, 6 April 1916.  
This advertisement ran until at least 25 May 1916.

#### 5.2.2.3. Dwelling in Building “E,” here by 1887? to no later than 1908

Brewer McKeehan Dwelling, here? 1887

Note: The author has tentatively placed Brewer McKeehan’s dwelling at this location as this is the only building identified as a dwelling in this area in January 1891, see Map 1D.

13 October 1887. Johnson City Comet.

“New Buildings. The Boom Still Increasing. The Approaching Cold Season Has no Effect on Our Building Boom... work has commenced on the following dwellings in the last 10 days... Brewer McKeehan on Railroad street.”<sup>110</sup>

3 November 1887. Johnson City Comet.

“Year’s Progress – Buildings and Improvements in Johnson City in Ten Months. – Every Citizen Should be Proud of the Record. – There has been no Boom, Only a Determination to go to the Front. – The Secret of this Magic Growth Lies in the Fact that Johnson City is Backed by Finest Beds of Iron and Coal the World Affords. – The List Embraces Factories, Business Houses and Dwellings Built and improved... Brewer McKeehan... [\$] 1,500...”

The Sanborn Fire Insurance Company maps this area for January 1891, May 1897, and April 1903 all depicted a one-story, wood-framed dwelling at this location.

5.2.3. "Warehouse Block," Section 3, 1890 – 1920

Section 3 is composed of "Fishback Hall," completed with three storerooms ("B," "C," and "D"), and the warehouses at 141 and 143 Commerce Street.

Storeroom "D," 139 Commerce Street, 1890 to no later than 1927

Fishback & Weiger, Bakery and Hall, here 1890 – 1891

Vacant, 1897

Comet Office Building, by 1902

T.E. Hurst, Wholesale Produce, 1902 – 1904

Hurst, Shoun & Co., Wholesale Produce, 1904 to perhaps 1905

Shoun & Company, Wholesale Groceries, 1906

H.W. Pardue and T.E. Hurst, Warehouse, by 1908 to perhaps 1913

Armour & Company, Warehouse, by 1920

It appears that this building was removed by June 1927 and replaced with another warehouse.

Storeroom "C," 137 Commerce Street, 1891 to about 1905

H.B. Crumley, Plumbing Supply, 1892 – 1894

Vacant, 1897

George W. Campbell, Plumbing Shop, 1902

H.W. Pardue, Wholesale Commission House, 1902? – 1903

Summers, Barton & Parrott, Hardware Company, Warehouse, 1903 – 1904

Summers – Parrott, Hardware Company, Warehouse, 1905 to no later than 1905

The partition between storerooms "B" and "C" was removed between 1903 and 1908, with 1905 appearing as most likely. See below for subsequent occupants of this combined space.

Storeroom "B," 135 Commerce Street, 1891 to about 1905

G.B. Hamilton & Company, Commission, Merchants & Brokers, 1891 – 1892

G.W. Campbell & Company, Plumbing Supply, 1892

Vacant, 1897

J. (Joseph?) W. Cass, Storehouse, by 1901

H.W. Pardue, Wholesale Commission, 1901 – 1903

Harmon, Worley & Company, Wholesale Groceries, here 1903

Naff & Worley, Wholesale Groceries, 1903 – 1905

The partition between storerooms "B" and "C" was removed between 1903 and 1908, with 1905 appearing as most likely. See below for subsequent occupants of this combined space.

Combined storerooms “B” & “C,” 135 & 137 Commerce Street, about 1905 to no later than 1920

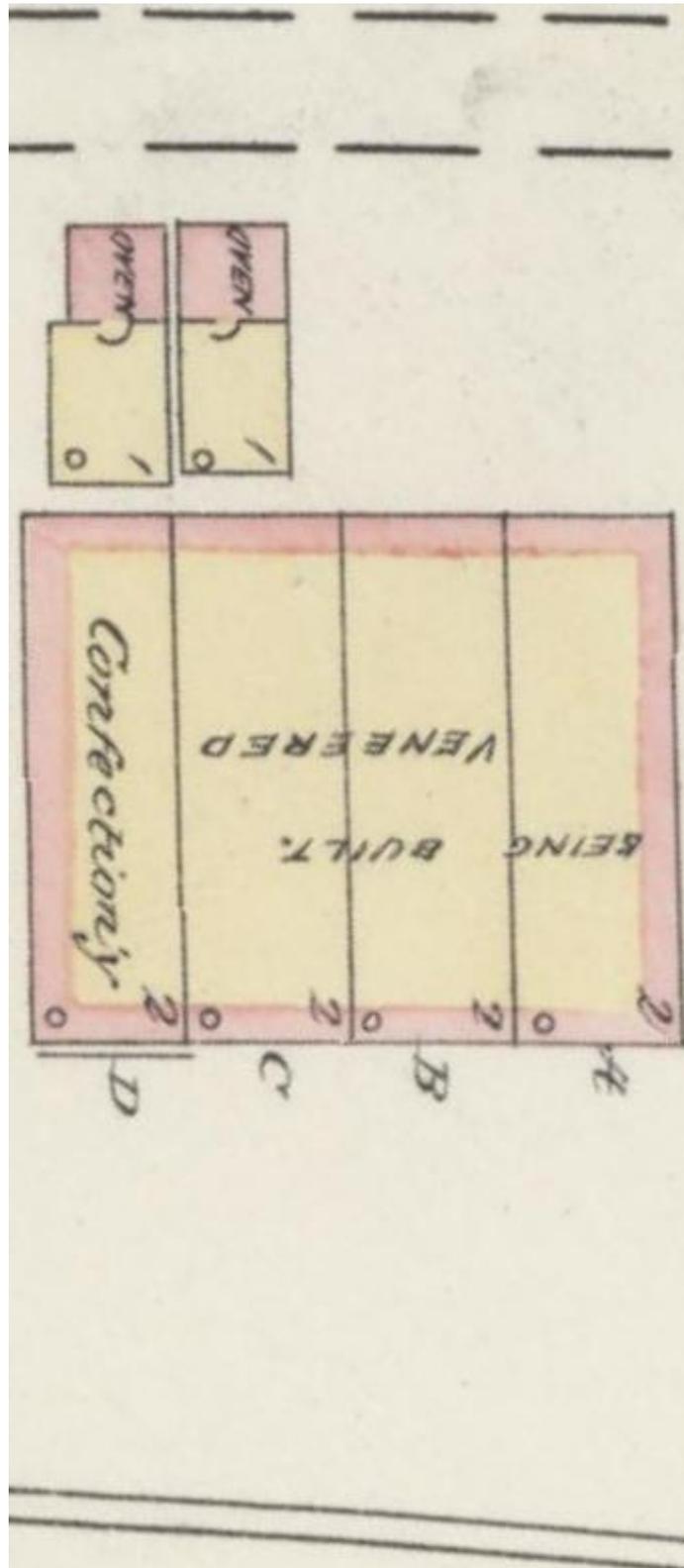
A.P. Henderson & Company, Wholesale Groceries, here 1905  
W.T. Givens, Wholesale Produce and Feed Store, here, 1905 – 1906  
H.W. Pardue and T.E. Hurst, Warehouse, by 1908 to perhaps 1913  
These two storerooms were removed by February 1920 and  
replaced with an unidentified “Hardware Ware Ho.”

141 Commerce Street, 1904 to at least 1917

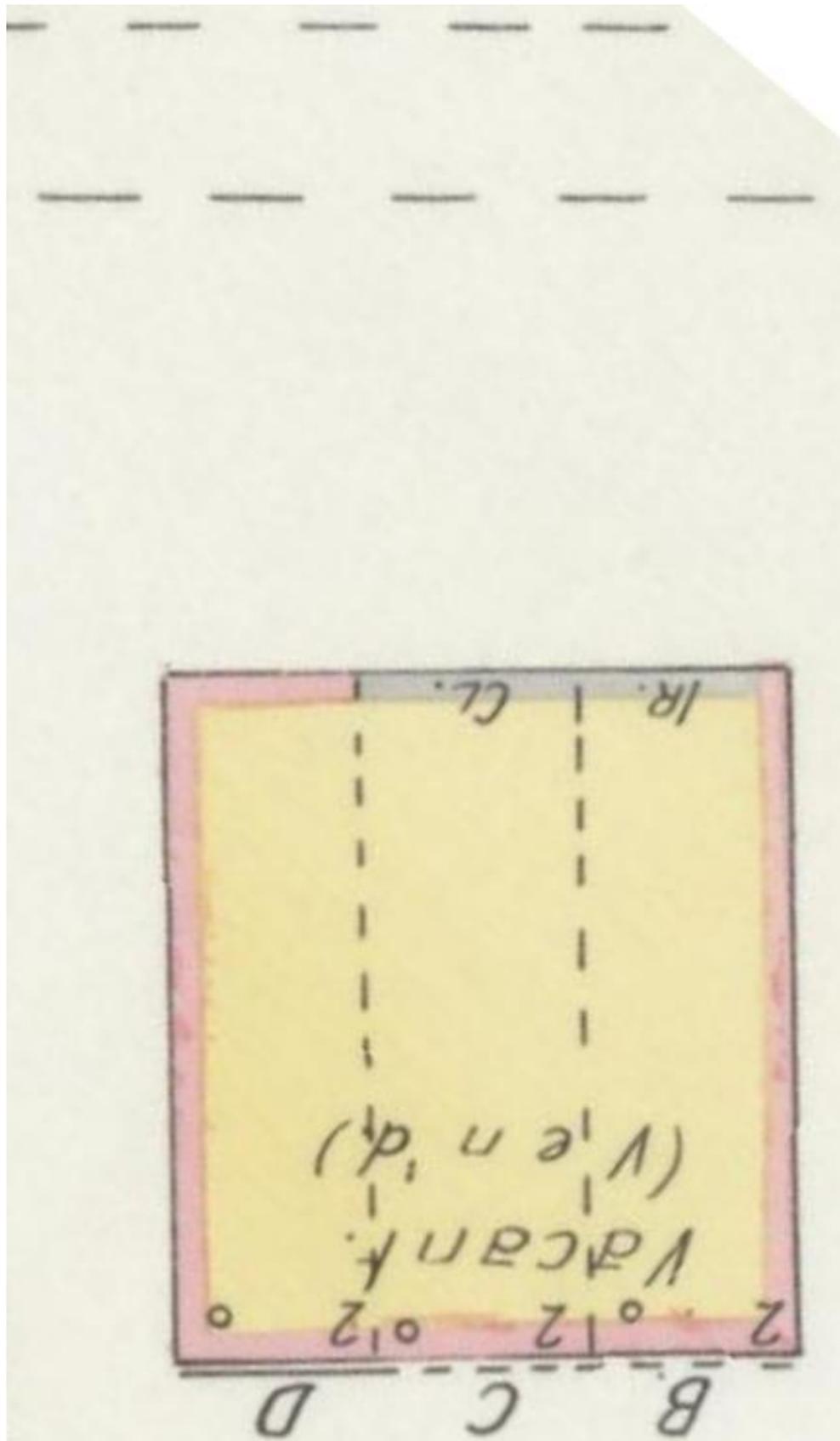
Barton – Nuchols Hardware Company, 1904 – 1906  
Barton – Mountcastle Hardware Company, 1906 – 1910  
Mountcastle-Phlegar Hardware Company Warehouse, here? 1910 – 1914  
Mountcastle-Summers Hardware Company Warehouse, here? 1914 until at least 1917  
This building was removed by 1920.

143 Commerce, by 1908 to no later than 1920

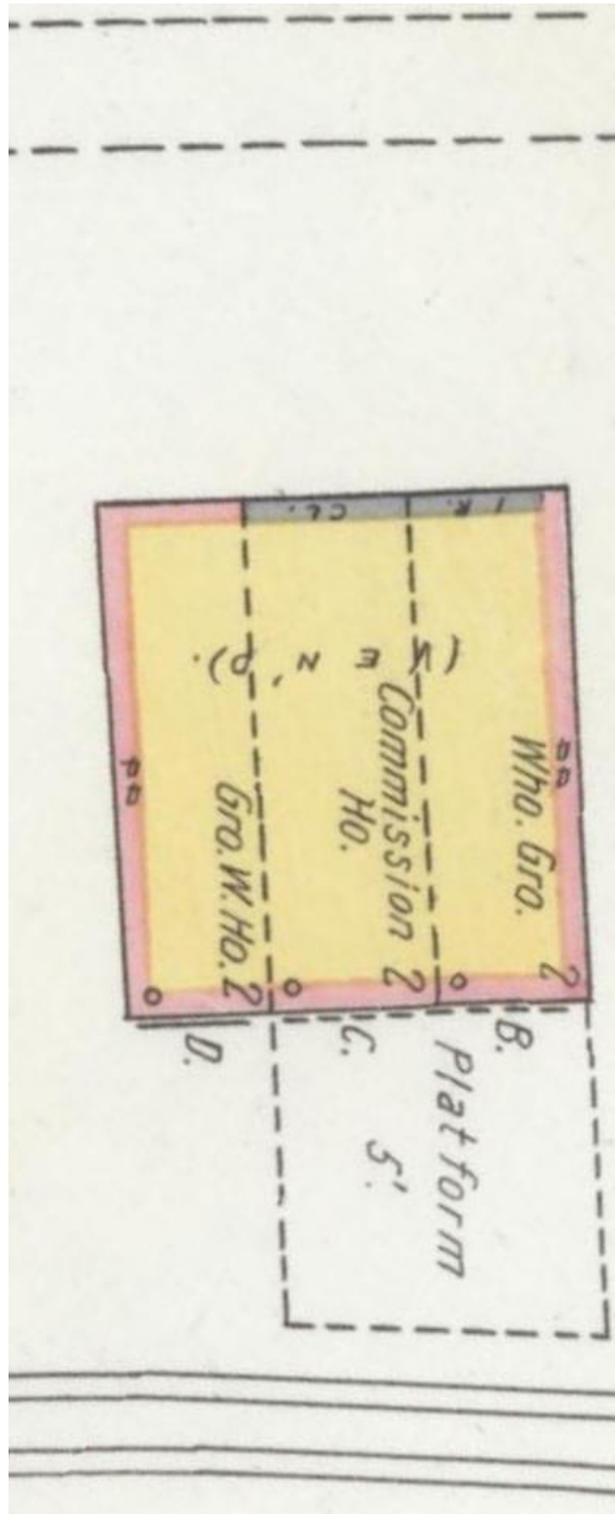
Shoun & Company, Wholesale Groceries, 1906 to at least 1910  
This building was removed by 1920.



Map 1H. January 1891. Note the Fishback & Weiger Bakery (“Confection’y” “D,” here 1890 – 1891), also note the two exterior ovens, which were probably associated with the bakery. Note, it appears that storeroom “A” was never completed, while storerooms “B” and “C” were still under construction at this time. Storeroom “C” was being built for “Mat Martin,” while storerooms “A” and “B” were intended for J.F. Crumley and Frank Sefton (however, the author could not determine which owned “A” and which owned “B”).



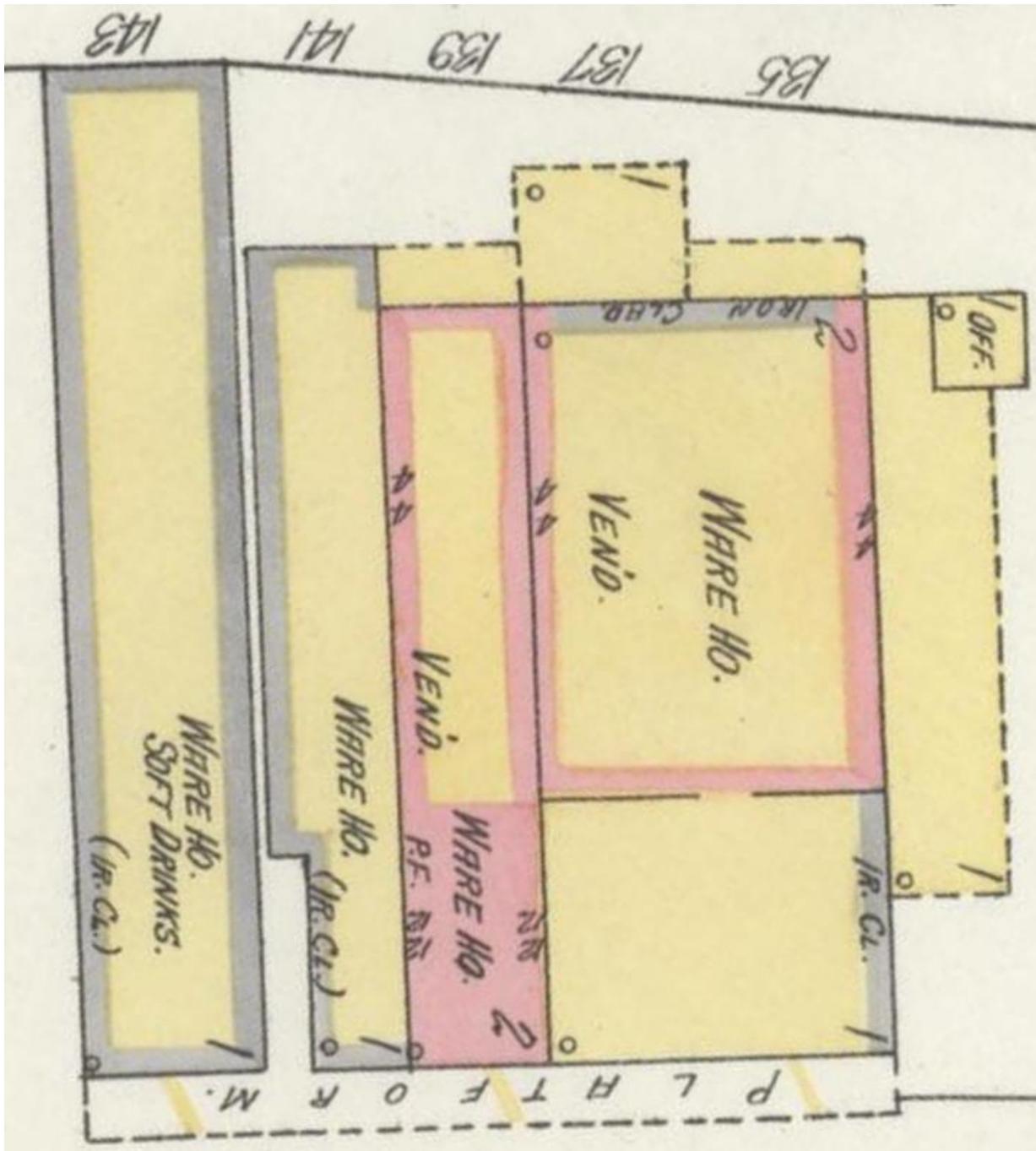
Map 2H. This two-story, brick veneered, warehouse block was vacant in May 1897. Note that storeroom "A" is not depicted and thus appears to have not been completed. Also note the partial iron cladding on the west side of storerooms "B" and "C."



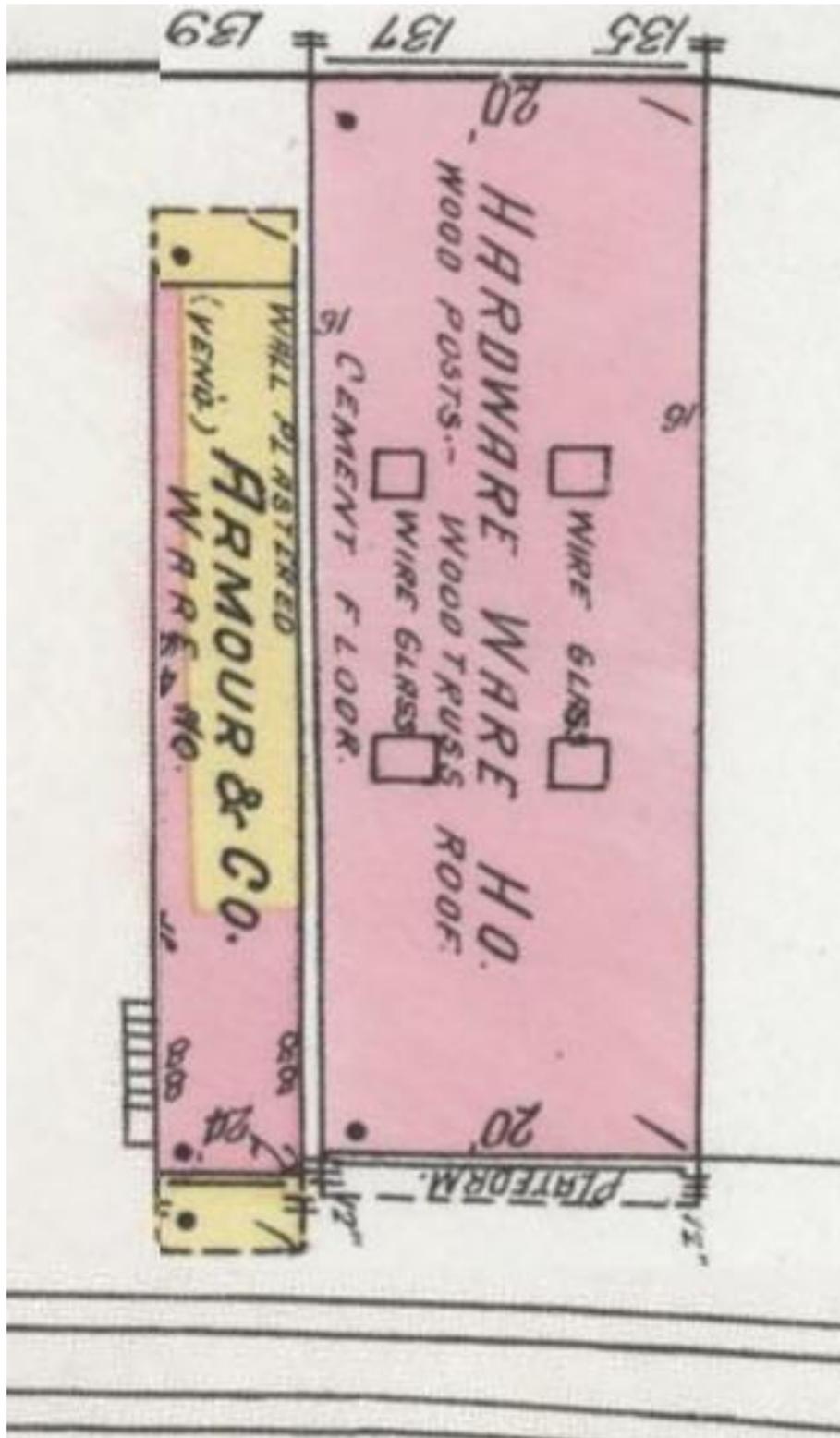
Map 3H. April 1903. From left to right: Storeroom “D” appears to have been occupied by T.E. Hurst “Wholesale Produce” (“Gro. W. Ho.”). Storeroom “C” appears to have been occupied by the “Commission Ho.” of H.W. Pardue. (Soon thereafter it was apparently occupied by “Summers, Barton and Parrott,” on 12 November 1903, the Johnson City Comet included: “Summers, Barton & Parrott, the wholesale and retail hardware dealers, have begun the erection of an extension to the front of their warehouse on the Southern, north of West Market street. The structure will be 25 x 40, two stories high, and extends the building out to within loading distance of the sidetrack...”). At this time, Storeroom “B” was occupied by Harmon, Worley & Company (“Whol. Gro.”).



Map 4H. December 1908. It appears that the “Fishback Hall” (storerooms “B,” “C,” and “D”) remains and is apparently completely occupied by H.W. Pardue and/or T.E. Hurst. This building has been extended toward the Southern Railway (see Map 3H), and that the platform between storerooms “B” and “C” and the railroad has been enclosed by a one-story shed (with iron cladding on the north side). The original brick building front was apparently retained and partially hidden behind the new structure. Additionally, the partition separating storerooms “B” and “C” has been removed. Note that Storeroom “D” has been extended toward the railroad. The structure to the left of Storeroom “D” appears to be the “new” Barton – Mountcastle Hardware Company one-story, iron clad (“Ir. Cl.”), warehouse (W. Ho.), and the building to the left of it appears to be the “new” Shoun & Company Wholesale Grocery one-story iron clad (“Ir. Cl.”) warehouse (“W. Ho.” building “E”). Finally, note the two interesting “yards” on the right, each with one office (“Off.”) and one with “Scales.” Regrettably, the author has not found any references to either of these enterprises. The structure abutting Storeroom “B” is visible in Figure 89.



Map 5K. July 1913. It appears that H.W. Pardue and/or T.E. Hurst still completely occupies “Fishback Hall” (now 139, 137, and 135 Commerce Street, formerly storerooms “B,” “C” and “D”). Note that the one-story, iron clad (“Ir. Cl.”) warehouse (W. Ho.) at 141 Commerce Street has been shortened on the west side and appears to be occupied by the Mountcastle-Phlegar Hardware Company at this time. The one-story, iron clad (“Ir. Cl.”) warehouse (“W. Ho.” building “E”) to the left is perhaps still occupied by the Shoun & Company Wholesale Grocery Company as a warehouse. Also note one of the unidentified yards on the right remains. The structure abutting Storeroom “B” is visible in Figure 89. Finally, note that the platforms around the buildings have been changed some.



Map 6F. February 1920. Note that structure at 135 and 137 Commerce Street has been removed and replaced by a new, unidentified “Hardware Ware Ho.” It appears that the “Armour & Co. Ware Ho.” at 139 Commerce Street is in the same structure that was at this address in 1908. However, note that the maps indicate that the wall thickness was decreased from 12 inches in 1913 to 8 inches in 1920 (“12 12” to “8 8”), which seems unlikely. Perhaps the thickness was misreported, alternatively, this could be a new building. Regrettably, the author did not locate any information or photographs pertaining to these two buildings.



Figure 89. “W.D. Harmon” “Wholesale Produce” “Johnson City, Tenn.” This appears to be a photograph of storerooms “C” and “B” (left to right) prior to the construction of a 50-foot platform (later enclosed) toward the Southern Railway mainline, see maps 3H and 4H. If correct, the building front visible in this photograph was partially hidden or removed because of the one-story shed built over the extension by 1908. However, the building front seems closer than 50-foot to the railroad. Also, the buildings on the right may also appear on the 1908 Sanborn Fire Insurance Company map for this place (see Map 4C). Note that the building on the left was probably occupied by H.W. Pardue as a Commission House at this time. W.D. Harmon only operated a “Wholesale Produce” enterprise in 1903 (perhaps indicating that the buildings in the right background were built after the information for the April 1903 map was collected). Consequently, this photograph appears to date to the latter part of 1903. Nevertheless, the author is uncertain that this building was in the “warehouse block.”<sup>111</sup>



Figure 89A. A detail of "W.D. Harmon" "Wholesale Produce," apparently in storeroom "B" of "Fishback Hall."

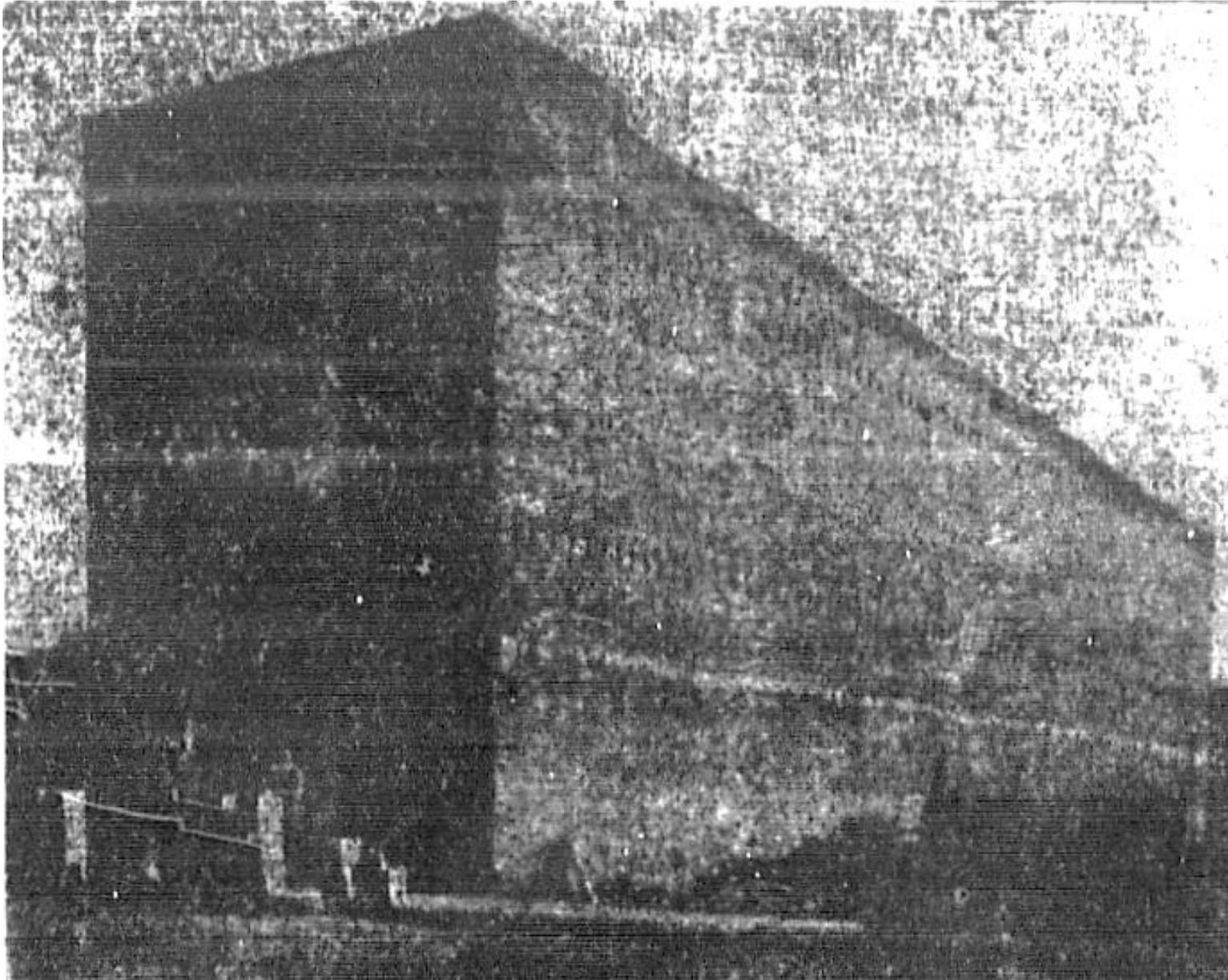


Figure 90. "G.H. Shoun & Company," Johnson City Comet, 30 September 1909. Note that this structure appears to be Building "E" at 143 Commerce Street, which was iron clad, and was removed between 1913 and 1920, see maps 5K and 6H. Given the apparent southern exposure of this photograph, it appears that this photograph was taken from Commerce Street, looking east toward the Southern Railway mainline.

Table 4. Some Occupants of the “Warehouse Block,” Section 3, 1890 – 1920

Building ID	D	C	B	A
Addresses on Commerce Street in July 1913	139	137		
1890	Fishback & Weiger, Bakery and Hall, here 1890 – 1891	Under construction for Mat Martin	Under construction for J.F. Crumley and Frank Sefton?	
January 1891	Confectionery (Fishback & Weiger)	“Being Built”	“Being Built”	“Being Built”*
1891	Fishback & Weiger, Bakery and Hall, here 1890 – 1891		G.B. Hamilton & Co., Commission, Merchants & Brokers, 1891 – 1892	
1892		H.B. Crumley, Plumbing Supply, 1892 – 1894	G.W. Campbell & Co., Plumbing Supply, 1892	
May 1897	Vacant	Vacant	Vacant	
1901			J. (Joseph?) W. Cass, Storehouse, by 1901	
1902	Comet Office Building, by 1902 T.E. Hurst, Wholesale Produce, 1902 – 1904	George W. Campbell, Plumbing Shop, 1902	H.W. Pardue, Wholesale Commission, 1901 – 1903	
1903		H.W. Pardue, Wholesale Commission, Here 1902? – 1903	Harmon, Worley & Company, Wholesale Groceries, here 1903	
April 1903	“Gro. W. Ho.” (T.E. Hurst)	“Commission Ho.” (H.W. Pardue)	“Who. Gro.” (Harmon, Worley & Company)	
1903	T.E. Hurst, Wholesale Produce, 1902 – 1904	Summers, Barton & Parrott, Hardware Warehouse, 1903	Naff & Worley, Wholesale Groceries, 1903 – 1905	

\* It appears that “A” was never completed.

Table 4. Some Occupants of the “Warehouse Block,” Section 3, 1890 – 1920 (Continued)

Building ID	E		D	C	B
Addresses on Commerce Street in July 1913	143	141	139	137	
1904		Barton – Nuchols Hardware Co., 1904 to 1906	Hurst, Shoun & Co., Wholesale Produce, 1904 to perhaps 1905	Summers – Parrott, Hardware Warehouse, 1904 to not later than 1905	Naff & Worley, Wholesale Groceries, 1903 – 1905
1905				Barton – Mountcastle Hardware Co., 1906 – 1910	Shoun & Company, Wholesale Groceries, 1906
1906					
December 1908	“W. Ho.” (Shoun & Co.)	“W. Ho.” (Barton – Mountcastle)	“W. Ho.” (H.W. Pardue and T.E. Hurst)	“W. Ho.” (H.W. Pardue and T.E. Hurst)	
1912	Shoun & Company, Wholesale Groceries, 1906 to at least 1910	Mountcastle-Phlegar Hardware Co., here? 1910 – 1914	H.W. Pardue and T.E. Hurst, Warehouse, by 1908 to perhaps 1913	H.W. Pardue and T.E. Hurst, Warehouse, by 1908 to perhaps 1913	
July 1913	“Ware Ho.” (Shoun & Co.?) “Soft Drinks” (unidentified)	“Ware Ho.” (Mountcastle-Phlegar)	“Ware Ho.” (H.W. Pardue and T.E. Hurst?)	“Ware Ho.” (H.W. Pardue and T.E. Hurst?)	
1914		Mountcastle-Summers Hardware Co. here? 1914 until at least 1917		H.W. Pardue and T.E. Hurst? Warehouse?	
February 1920	Apparently, these buildings had been removed by February 1920		“Armour & Co. Ware Ho.”	“Hardware Ware Ho.” (Unidentified, apparently in a new building)	

\*\* The author did not find any information on when rooms “B” and “C” were combined.

Note: This area had completely changed by the time the June 1927 Sanborn fire Insurance Company map was produced. Consequently, the author has not attempted to integrate the 1927 information into this table.

5.2.3. "Warehouse Block," Section 3, 1890 – 1920

Storeroom, "D"

Fishback & Weiger, Bakery and Hall, here 1890 – 1891

Comet Office Building, by 1902

T.E. Hurst, Wholesale Produce, 1902 – 1904

Hurst, Shoun & Company, Wholesale Produce, 1904 to perhaps 1905

Shoun & Company, Wholesale Groceries, here by 1906

Storeroom "C," Mat Martin's Store-Room

H.B. Crumley, Plumbing Supply, by 1892 to at least 1894

George W. Campbell, Sanitary Plumber and Steam Fitter, 1902

H.W. Pardue, Wholesale Commission House, here 1902? – 1903

Summers, Barton & Parrott, Hardware Warehouse, 1903 to no later than 1905

Storeroom "B," Hamilton Store-Room, by 1891

"G.W. Campbell & Co., Plumbers, Gas, and Steam Fitters," 1892

Storeroom "B," J.W. Cass, Storehouse, by 1901

H.W. Pardue, Wholesale Commission, 1901 – 1903

Harmon, Worley & Company, Wholesale Groceries, here 1903

Naff & Worley, Wholesale Groceries, 1903 – 1905

Storerooms "B" and "C,"

A.P. Henderson & Company, Wholesale Groceries, here 1905

W.T. Givens, Wholesale Produce and Feed Store, 1905 – 1906

Storerooms "B," "C" and "D,"

Warehouse of H.W. Pardue and T.E. Hurst, 1908 to at least 1909

139 Commerce Street,

Armour & Company Warehouse, here by 1920

141 Commerce Street,

Barton – Nuchols Hardware Company, 1904 – 1906

Barton – Mountcastle Hardware Company, 1906 – 1910

141 Commerce Street,

Mountcastle-Phlegar Hardware Company Warehouse, here? 1910 – 1914

Mountcastle-Summers Hardware Company Warehouse, here? 1914 until at least 1917

Building "E," 143 Commerce Street,  
Shoun & Company, Wholesale Groceries, here perhaps by 1906 to at least 1910  
An Unidentified Warehouse and "Soft Drinks" Enterprise(s), by 1913 to no later than 1920

5.2.3.1. Storeroom "D,"  
Fishback & Weiger, Bakery and Hall, here 1890 – 1891

25 December 1890. Johnson City Comet.

"The Mountaineer's Christmas... The long table groaned with provisions and all ate a hearty meal... Fishback & Weiger's bread and confectionery..."

January 1891. The Sanborn Fire Insurance Company map for this area shows that Storeroom "D," a two-story, brick-veneered structure, was occupied by the "Confection'y," operated by "Fishback & Weiger."

19 March 1891. Johnson City Comet.

"We will sell you fruit cheaper than any house in the city. Fishback & Wieger... A choice line of fancy candies always on hand..."

26 March 1891. Johnson City Comet.

"Preserves, jelly, mince meat &c., at Fishback & Weiger's."

2 April 1891. Johnson City Comet.

"Attention G.A.R. in accordance with General Orders from National and Department Headquarters, all members of S.K.N. Patton Post, No. 26, will meet in their hall over Fishback & Weiger's store on Monday, April 6<sup>th</sup>, 1891, at 8:00 o'clock, a.m. for business. A. Cantwell, Com. J.M. Erwin, Adj't."

9 April 1891. Johnson City Comet.

"A choice line of family groceries at Fish[back] & Wieger's... Wanted. A good stout boy to learn the Baker's trade. Apply to Fishback & Weiger... Remember you can get fresh bread, cakes, pies, &c., every day..."

25 June 1891. Johnson City Comet.

"Johnson City, Center of Trunk Lines and Terminal Roads. – immensely Rich in Natural Resources. – The Gateway to the Mineral and Timber Laden Alleghanies in the Heart of the Celebrated Magnetic Ore District... Industrial Enterprises in operation and in Course of Construction... Bakery – Fishback & Weiger..."

25 June 1891. Johnson City Comet.

“K. of H. Johnson City Lodge No. 3059, meets every Friday evening at 7. Rooms over Fishback & Weigers. Geo. P. Crouch, Dictator; Ike T. Jobe, V.D.; J.E. Wade, Reporter; Will Harr, D.G.D. Home Lodge of Wm. Mathes, G.D. of the State...

G.A.R. Meets 2d and 4<sup>th</sup> Wednesdays in each month, at 9 o'clock A.M., in hall over Fishback & Weigers. Maj. A. Cantwell, Commander; J.M. Erwin, Adjutant.” The item for “K. of H.” ran until at least 28 January 1892. The item for the “G.A.R.” (“Grand Army of the Republic”) ran until at least 31 December 1891.

**ICE CREAM.**

---

Having fitted up Parlors in the rear of our store, we are now prepared to serve

**The Purest Ice Cream**

At all times. As we go to the country ourselves for the cream, we got the best to be had. Orders for

**CREAM FOR SUNDAY**

delivery will be taken by the wagon Saturday morning, or can be left at the store.

**FISHBACK & WEIGER.**

Figure 91. Johnson City Comet, 2 July 1891.

5 November 1891. Johnson City Comet.

“In New Quarters. – Having Moved our Bakery and Confectionery into the Building formerly occupied by S.I. Boring, on Main Street, we will be pleased to have our friends and the public generally call and see us. Respectfully, Fishback & Weiger.”

23 July 1896. Johnson City Comet.

“Shot in the Thigh. Lately several white boys, who could have found better employment had they so desired, came to the conclusion that they had control of the town and proceeded to disport themselves in a manner not calculated to secure for them even the slightest respect of the well-behaved, peaceably-inclined citizens of the community. Among other weighty matters that engaged their attention was the fact that the colored population was conducting itself in a too orderly and peaceable manner, and that something should be done to break the monotony of this good behavior. They accordingly decided upon a plan of action which resulted in the serious wounding of an innocent party and the narrow escape of several others.

Their plan of attack (for such it was) was to fill their pockets with stones and loiter about the [union] depot [shared with the E.T. & W.N.C.] until the 8:30 train had passed up, after which they would saunter down the street, demeaning themselves pretty much as they pleased. If one or more negroes came in sight they also came in for a shower of stones, without having offered the slightest provocation other than that furnished by their presence. The negroes submitted to this very uncalled-for treatment for two or three nights, and when ‘longer forbearance had ceased to be a virtue’ they naturally prepared to resent these assaults.

Saturday night the colored people gave a supper in the old ‘Fishback Hall,’ and the would-be regulators concluded that it would be a good time to ‘get in their work,’ as they termed their foolhardy conduct. About 9:30 a young white man, John Davis, and two or three friends were passing through the public square when John Hale, a tough negro, brushed against young Davis and applied to him very uncomplimentary epithets which were indignantly repelled. The wrangle resulted in the negro pulling his gun and firing at young Davis. The first shot went wide of its mark, the second struck a beer sign on the front of O’Boyle’s saloon, and glancing off passed unpleasantly close to the heads of two passers-by. The third shot took effect in Davis’s right thigh, and he has been confined to his bed ever since. He is getting along exceedingly well, however, notwithstanding the ball has not yet been located. The negro escaped and is still at large.”

22 October 1896. Johnson City Comet.

“Had a Gun on Him. Sunday evening Policemen Remine and Tipton arrested John Hale, and he was taken to the Jonesboro jail Monday. Hale is the negro who shot John Davis some time ago and made his escape. He came back recently and had all arrangements made to prove that he did not do the shooting, and expected to be arrested as soon as he exposed himself to an officer. He was not arrested, however, and doubtless thought to escape molestation.

Saturday night there was some shooting near the ‘Fishback’ hall and John was suspected of being the culprit. When arrested Sunday a gun was found on him, and it was for this offence that he was sent to jail.”<sup>112</sup>

May 1897. The Sanborn Fire Insurance Company map for this area shows that all three storerooms in this building (including Storeroom “D”) were vacant at this time.

5.2.3.2. Storeroom “D,”  
Comet Office Building, by 1902  
T.E. Hurst, Wholesale Produce, 1902 – 1904

These enterprises were placed here based on a process of elimination, see Table 4.

20 March 1902. Johnson City Comet.

“Dental Office Moved. Dr. King has moved his dental office up-stairs in the Rankin storehouse [East Market and South Roan streets], formerly occupied by The Comet printing office [apparently now on Railroad Street], where he will be glad to welcome all of his old patrons and all the others needing first-class dental work done. You will hear from him again.”

4 September 1902. Johnson City Comet.

“T.E. Hurst has bought the old Comet office building north of the Southern railroad and will fit it up for a wholesale house. He is having a short side track built in front of the building. The grading is being done by Porter and Moody.” It appears that this “short side track” was not completed. Also, the author did not find any additional information on a “Comet office building” at this location.

5 February 1903. Johnson City Comet.

“H.W. Pardue has retired from the commission business, having sold out to T.E. Hurst. He sold his store house [“B”] on the Southern railway to W.D. Harmon. It will be used by Harmon & Worley as a warehouse.” Note, it appears that H.W. Pardue retained control of Storeroom “C” until at least April 1903 (see Map 3H). By November 1903, it appears that this storeroom was occupied by Summers, Barton & Parrott and used as a warehouse for their hardware business.

April 1903. The Sanborn Fire Insurance Company map for this area shows that Storeroom “D” was occupied by a grocery warehouse (“Gro. W. Ho.”), which appears to have been the one operated by T.E. Hurst.

5.2.3.3. Storeroom “D,”  
Hurst, Shoun & Company, Wholesale Produce, 1904 to perhaps 1905  
Shoun & Company, Wholesale Groceries, here by 1906

1 September 1904. Johnson City Comet.

“Hurst, Shoun & Co. succeed T.E. Hurst in the wholesale produce business. Mr. Hurst is not able to give the business the necessary attention on account of his health and he has admitted his brother-in-law, G.H. Shoun of Greeneville, into the firm. Mr. Shoun has had charge of the store for several weeks and is thoroughly competent to manage the affairs successfully.”

4 January 1906. Johnson City Comet.

“Midnight Blaze. The wholesale produce and feed store of W.T. Givens [in storerooms “C” and “B”?] on the Southern railway was gutted by fire Tuesday night shortly after midnight. The department was able to save the building, but the contents were ruined and the building badly damaged. S. [G?] H. Shoun’s store adjoining [Storeroom “D”] was also badly damaged. Mr. Givens’ loss is about \$2,000, partly insured. The other losses are covered by insurance.”

Note: It appears that Shoun & Company had a new structure constructed at 143 Commerce Street (Building “E”) as a result of this fire. See Section 5.2.3.19., below.

By 1908, it appears that all three storerooms (“B,” “C” and “D”) were controlled H.W. Pardue and T.E. Hurst. For subsequent information on Storeroom “D,” see Section 5.2.3.15.

5.2.3.4. Storeroom “C,”  
Mat Martin’s Store-Room

“Martin Building, adjoining the Fishback & Weiger Hall” (Storeroom “D”)

4 September 1890. Johnson City Comet.

“Mat Martin is building a storehouse on Railroad street. The street is to be opened yet and will follow the railroad from Market to Roan.”

2 October 1890. Jonesborough Herald and Tribune.

“W.B. Martin is erecting a substantial business building just west of the railroad, opposite the Faw property.”

16 October 1890. Johnson City Comet.

“A Bluff Called. – Johnson City Never Lays Down Her Hand Only on a Misdeal... Mat Martin, Store house on Railroad street...”

January 1891. The Sanborn Fire Insurance Company map for this area shows that Storeroom “C,” a two-story, brick-veneered structure, was “Being Built.”

**H. B. Crumley**  
**PLUMBER,**  
**GAS AND STEAM FITTER,**  
and dealer in  
**PLUMBING MATERIAL,**  
-PUMPS, ETC.  
All work satisfactorily guaranteed and  
prices reasonable.  
Martin store-room—Railroad St.  
**JOHNSON CITY, TENN.**  
apr7-'92tt.

Figure 92. Johnson City Comet, 18 August 1892.  
This advertisement ran until at least 9 August 1894.

May 1897. The Sanborn Fire Insurance Company map for this area shows that all three storerooms in this building (including Storeroom "C") were vacant at this time.

5.2.3.6. Storeroom “C,”  
George W. Campbell, Sanitary Plumber and Steam Fitter, 1902

24 April 1902. Johnson City Comet.

“Geo. W. Campbell, the plumber, has returned to the city from Asheville, N.C., and will open a shop here in the Martin building, north of the Southern Railway. He is a first-class workman and will carry a nice line of supplies and be prepared at all times to do good work promptly.”

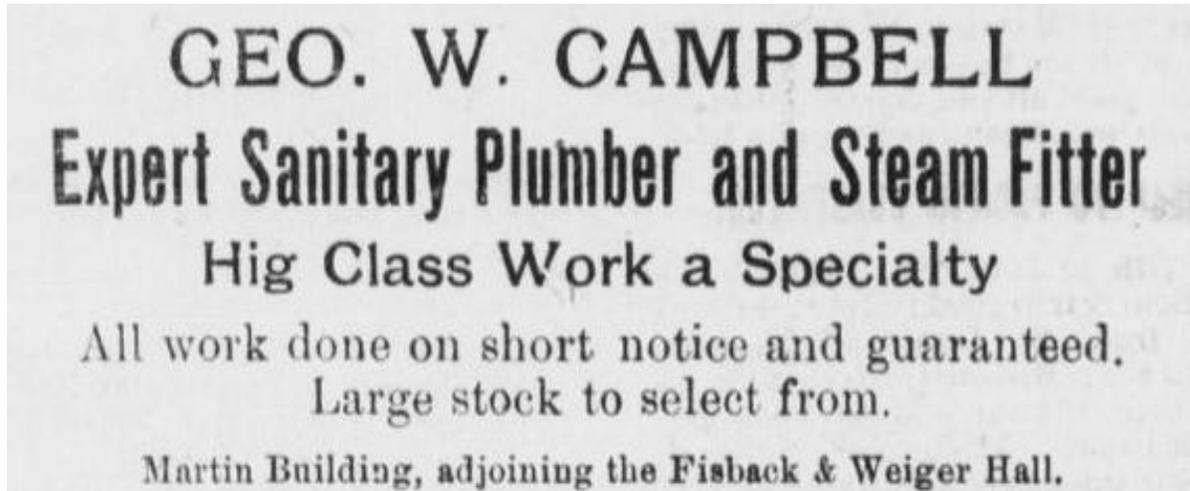


Figure 93. Johnson City Comet, 1 May 1902.

This and similar advertisements ran until at least 25 September 1902.

2 October 1902. Johnson City Comet.

“Geo. W. Campbell – Sanitary Plumber and Steam Fitter... Market Street, next to Johnson City steam Laundry.”

5.2.3.7. H.W. Pardue, Wholesale Commission House, here 1902? – 1903

April 1903. The Sanborn Fire Insurance Company map for this area shows that Storeroom “C” was occupied by a commission house (“Commission Ho.”), presumably still that of H.W. Pardue, with a platform extending from storerooms “B” and “C” toward the Southern Railway.

5.2.3.8. Summers, Barton & Parrott, Hardware Warehouse, 1903 to no later than 1905

This operation was placed here based on a process of elimination, see Table 4.

12 November 1903. Johnson City Comet.

“Extending Warehouse. Summers, Barton & Parrott, the wholesale and retail hardware dealers, have begun the erection of an extension to the front of their warehouse on the Southern, north of West Market street. The structure will be 25 x 40, two stories high, and extends the building out to within loading distance of the sidetrack, and gives the firm much needed room. When the original buildings in the block were built room was left between them and the railroad for a street, but that has now been abandoned, and the street will take the place of the alley.” Note, Map 4H indicates that this “extension” was only one-story tall in December 1908.

Note: Map 4H of December 1908 indicates that storerooms “B” and “C” were combined into a single unit. This was done after Map 3H (April 1903) was produced, perhaps around 1905. For information on subsequent occupants of storerooms “B” and “C,” see Section 5.2.3.14.

#### 5.2.3.9. Construction of Storerooms “A” and “B,” 1890

18 December 1890. Johnson City Comet.

“New Buildings. A number of new buildings were commenced this week in different parts of the city. The approaching cold weather seems to have no effect on the builders other than to urge them to greater action, and hence the building boom that the town has enjoyed for the past year grows better as the holidays approach.

The foundation for J.F. Crumley’s store house on Railroad street was completed Monday. J.N. Harris is the contractor and will rush it in a way that is peculiarly his own.

Frank Sefton is having the foundation laid for a store house on the same street and adjoining it. Both rooms will be 25 x 100...”

Note: This was the only mention of the storehouses of J.F. Crumley and Frank Sefton, found by the author, and it appears to be a reference to this structure. See Map 1H, which indicates that storerooms “A” and “B” were still “being built” in January 1891. However, it appears that storeroom “A” was never completed, see Map 2H (May 1897).

January 1891. The Sanborn Fire Insurance Company map for this area shows that storerooms “A” and “B,” two-story, brick-veneered structures were “Being Built.”

#### 5.2.3.10. Storeroom “B,” Hamilton Store-Room, by 1891



Figure 94. Johnson City Comet, 3 December 1891.  
This advertisement ran until at least 25 February 1892.

**G. W. CAMPBELL & CO.**  
**PLUMBERS,**  
**GAS AND STEAM FITTERS,**  
and dealers in  
**PLUMBING MATERIAL,**  
**PUMPS, ETC.**  
All work satisfactorily guaranteed and  
prices reasonable.  
Hamilton Store-room—Railroad St.  
JOHNSON CITY, TENN.  
apr7-'92tt

Figure 95. Johnson City Comet, 21 April 1892.  
This advertisement ran until at least 18 August 1892.

20 December 1894. Johnson City Comet.

“Colored Skaters. The ‘coons’ are enjoying themselves with roller skates in the Hamilton store building, on Railroad street. Prof. Chas. Longley, the king of ‘coon’ skaters, as well as the prince of tonsorialists, is the leader or chaperone, as it were, and elicits many expressions of praise and hearty encores by the successful accomplishment of many difficult feats on the rollers. He is, indeed, a ‘high roller’ in its fullest sense, and startles many of his timid admirers by his dash and almost dare-devil maneuvers.”

May 1897. The Sanborn Fire Insurance Company map for this area shows that all three storerooms in this building (including Storeroom “B”) were vacant at this time. Also, this map indicates that Storeroom “A” was never completed.

5.2.3.12. Storeroom “B,”

J. (Joseph?) W. Cass, Storehouse, by 1901

H.W. Pardue, Wholesale Commission, 1901 – 1903

Note: This and the following enterprises were placed at this location based on Figure 89.

6 June 1901. Johnson City Comet.

“H.W. Pardue has purchased the storehouse now occupied by J.W. Cass, but will not occupy it before fall.” This was the only mention of the J.W. Cass storehouse, found by the author.

**H. W. PARDUE**

Wholesale Commission

**Apples, Oranges, Bananas,**

**Flour and Feed**

---

CASH PAID FOR

**Potatoes, Onions, Eggs, Beef Hides**

**AND ALL KINDS OF PRODUCE**

---

Wareroom and Office on Southern Ry.

Telephone 195.

Figure 96. Johnson City Comet, 25 December 1902.  
This advertisement ran until at least: 29 January 1903.

5.2.3.13. Storeroom “B,”  
Harmon, Worley & Company, Wholesale Groceries, here 1903  
Naff & Worley, Wholesale Groceries, 1903 – 1905

5 February 1903. Johnson City Comet.

“H.W. Pardue has retired from the commission business, having sold out to T.E. Hurst. He sold his store house [“B”] on the Southern railway to W.D. Harmon. It will be used by Harmon & Worley as a warehouse.” See Figure 89.<sup>113</sup>

April 1903. The Sanborn Fire Insurance Company map for this area shows that Storeroom “B” was occupied by “Whol. Gro.” Enterprise at this time, apparently Harmon, Worley & Company.

11 June 1903. Johnson City Comet.

“Dissolution Notice. The firm of Harmon, Worley & Co. has this day been dissolved, W.D. Harmon retiring. All liabilities are assumed by the new firm. This 1<sup>st</sup> day of June, 1903. W.D. Harmon, J.B. Worley, W.B. Naff.”

5.2.3.14. Storerooms “B” and “C,”  
A.P. Henderson & Company, Wholesale Groceries, here 1905  
W.T. Givens, Wholesale Produce and Feed Store, 1905 – 1906  
(135 and 137 Commerce Street)

Note: At some time between April 1903 and December 1908, the partition between storerooms “B” and “C” was removed and they were combined into a single unit. It seems most likely that this was done after the Summers – Parrott Hardware Company departed from Storeroom “C.” Regrettably, the author found no specific information on when Summers – Parrott departed or when the partition was removed.

5 January 1905. Johnson City Comet.

“Business Changes. The Baldwin Feed and Implement Co. has bought the stock of A.P. Henderson & Co., and the latter company has purchased the wholesale grocery stock of Naff & Worley.”<sup>114</sup>

12 January 1905. Johnson City Comet.

“W.T. Givens Again in Business. W.T. Givens recently purchased the grain, feed and produce business of A.P. Henderson & Co., and will continue the business at the old stand on [205] Spring street. Mr. Givens is a young man but has had considerable experience in the merchantile business and will make a success of this undertaking.” Apparently, this purchase included the A.P. Henderson & Company warehouse on Railroad Street, see 4 January 1906, below. Further, it appears that this warehouse included both storerooms (“B” and “C”), see maps 3H and 4H.

1 February 1905. New York Produce Review and American Creamery.

“Tennessee Firm Changes Hands. W.T. Givens has purchased the poultry, produce and grain business of A.P. Henderson & Company at Johnson City. Mr. Givens, though a young man, has had a considerable business experience and will continue the business at the old stand on Spring street.”<sup>115</sup>

4 January 1906. Johnson City Comet.

“Midnight Blaze. The wholesale produce and feed store of W.T. Givens [apparently in storerooms “C” and “B”] on the Southern railway was gutted by fire Tuesday night shortly after midnight. The [fire] department was able to save the building, but the contents were ruined and the building badly damaged. S. [G?] H. Shoun’s store adjoining [Storeroom “D”] was also badly damaged. Mr. Givens’ loss is about \$2,000, partly insured. The other losses are covered by insurance.” This was the only mention, found by the author, on this enterprise at this location.

5.2.3.15. Storerooms “B,” “C” and “D,”  
Warehouse of H.W. Pardue and T.E. Hurst, 1908 to at least 1909  
(135, 137 and 139 Commerce Street)

Note: The evidence for the assessment that H.W. Pardue and T.E. Hurst occupied the storerooms at 135, 137, and 139 Commerce Street is particularly thin. It is based on the lack of any information on any other occupants being mentioned.

4 June 1908. Johnson City Comet.

“The warehouse of H.W. Pardue and T.E. Hurst on the Southern road were submerged and much flour, chop and barrels of sugar dampened. The Arlington hotel was surrounded by water and the Planters had the porch covered. Buffalo street from the depot to the Square carried two feet of water and barrels and ties floated from around the express office out over the track. Almost 500 empty barrels belonging to the Standard Oil Co., passed out to the open sea. The Southern main line and Embreville branch has several wash outs and was damaged about \$3,000 but trains were not delayed.”

Note: From this article, it appears that H.W. Pardue and T.E. Hurst occupied all three storerooms (“B,” “C,” and “D”) at this time (since no other businesses were mentioned as being flooded at this location). Perhaps, H.W. Pardue and T.E. Hurst had occupied all three storerooms after the fire of January 1906. It appears that this fire resulted in the enterprises of W.T. Givens and S.H. Shoun relocating to different facilities. Regrettably, the author has found insufficient information to clarify this matter.

December 1908. The Sanborn Fire Insurance Company map for this area shows that the partition between storerooms “B” and “C” had been removed and that a one-story “Shed” (with iron cladding on the east side) had been built between these two storerooms and the Southern Railway. These combined storerooms were occupied by a warehouse (“W. Ho.”). Storeroom “D” had been extended toward the tracks of the Southern Railway and was occupied by a warehouse (“W. Ho.”). It appears that this entire structure was occupied by H.W. Pardue and T.E. Hurst.

25 November 1909. Johnson City Comet.

“Want Ads... Furniture stored in the T.E. Hurst warehouse on Southern Railway. Leave order with R.W. Fields, City Transfer Co., Sterchi Furniture Co., Armhurst – Smith Parkes Co., Conner Bros., T.E. Hurst Real Estate Office.” This advertisement ran until at least 6 October 1910.

July 1913. The Sanborn Fire Insurance Company map for this area shows that storerooms at 135 and 137 Commerce Street (formerly storerooms “B” and “C”) were occupied by a single warehouse (“W. Ho.”). The storeroom at 139 Commerce Street (formerly Storeroom “D”) was also occupied by a warehouse (“W. Ho.”). It appears that this entire structure was still occupied by H.W. Pardue and T.E. Hurst.

5.2.3.16. 139 Commerce Street,  
Armour & Company Warehouse, here by 1920

February 1920. The Sanborn Fire Insurance Company map for this area shows that 139 Commerce Street (formerly Storeroom “D”) was occupied by an “Armour & Co.” warehouse (“Ware Ho.”). Regrettably, the author has not located any further information on this enterprise at this location. The structure previously at 135 and 137 Commerce Street has been removed and replaced by a one-story brick structure, which was occupied by an unidentified “Hardware Ware Co.”

5.2.3.17. 141 Commerce Street  
Barton – Nuchols Hardware Company, 1904 – 1906  
Barton – Mountcastle Hardware Company, 1906 – 1910

Note: This enterprise was placed at this location based on Map 4D (December 1908), which indicates that this building was initially about 110 feet in length, before being extended.

**NEW**

**HARDWARE FIRM**

W. J. Barton having sold his interest in the firm of Summers, Barton & Parrott, has associated himself with Chas. Nuchols and they will continue the Hardware Business at the stand formerly occupied by the Lee & Nuchols Hardware Company and will also occupy the new warehouse, 25x110, on the Southern Railroad now being built by Mr. Barton.

Mr. Barton retained the agencies for the Genuine Oliver Chilled Plows and Repairs and the Studebaker Wagons and Buggies, and has already received a complete line for the Spring trade in addition to the large stock which he took over from the Summers, Barton & Parrott stock.

They start off well equipped for trade and are adding to the stock and will have one of the most complete and comprehensive lines of Hardware, Vehicles, Mill Supplies and Stoves in this section. They invite their friends to call and examine the stock and prices before making purchases in their line.

—THE—  
**Barton-Nichols Hardware Co.**  
Telephone No. 6  
Main Street      Yellow Front

Figure 97. Johnson City Comet, 29 December 1904.<sup>116</sup>

Barton – Nuchols Hardware Company “will also occupy a new warehouse, 25 x 110, on the Southern Railroad now being built by Mr. Barton.”

Note: “the stand formerly occupied by the Lee & Nuchols Hardware Company” was in the John W. Hunter Building, 221 East Main Street.

December 1908. The Sanborn Fire Insurance Company map for this area shows that the structure at 141 Commerce Street was a one-story ironclad building that was occupied by a warehouse (“W. Ho.”), apparently operated by the Barton – Nuchols Hardware Company.

#### 5.2.3.18. 141 Commerce Street

Mountcastle-Phlegar Hardware Company Warehouse, here? 1910 – 1914  
Mountcastle-Summers Hardware Company Warehouse, here? 1914 until at least 1917

Note: The author placed this enterprise at this location because Mountcastle-Phlegar and Mountcastle-Summers were the successors of Barton-Nuchols. It is possible that the warehouse of these successive enterprises was at a different location.

24 November 1910. Johnson City Comet.

“W.C. Phlegar and F.K. Mountcastle have purchased the stock of the above gentlemen [“W.J. Barton, Jos. B. Lyle and Geo. E. Treadway have sold their stock in the Barton – Mountcastle Hardware Co...”] and will continue the business at the old stand as at present incorporated until the first of the year, when it will be changed to the Mountcastle – Phlegar Hardware Co...”

9 August 1912. The Hardware Reporter.

“A Hardware Store That is Worth While – We are pleased to show herewith an interior view of one of Tennessee’s best retail hardware stores, that of the Mountcastle-Phlegar Hardware Co., Johnson City... In addition to a floor space of 11,780 square feet at their main store, they have a warehouse, 20 x 123 feet, located on the Southern Railway tracks. The officers of the company are: F.K. Mountcastle, president; W.C. Phlegar, vice-president and treasurer; T.H. O’Brien, secretary. There are few cities in any section of the country of like population that can boast of so complete a hardware store. The population of Johnson City is under 5,000.”<sup>117</sup> Note, this was the only reference to this warehouse facility, found by the author.

July 1913. The Sanborn Fire Insurance Company map for this area shows that the building at 141 Commerce Street was occupied by a “Ware Ho.,” apparently still operated by the Mountcastle-Phlegar Hardware Company.

February 1920. The Sanborn Fire Insurance Company map for this area shows that the building at 141 Commerce Street had been removed and that the lot was vacant in February 1920.

#### 5.2.3.19. Building “E,” 143 Commerce Street

Shoun & Company, Wholesale Groceries, here perhaps by 1906 to at least 1910  
An Unidentified Warehouse and “Soft Drinks” Enterprise(s), by 1913 to no later than 1920

4 January 1906. Johnson City Comet.

“Midnight Blaze. The wholesale produce and feed store of W.T. Givens [apparently in storerooms “C” and “B”] on the Southern railway was gutted by fire Tuesday night shortly after midnight. The [fire] department was able to save the building, but the contents were ruined and the building badly damaged. S. [G?] H. Shoun’s store adjoining [Storeroom “D”] was also badly damaged. Mr. Givens’ loss is about \$2,000, partly insured. The other losses are covered by insurance.”

Note: It appears that this fire resulted in S.H. Shoun constructing and relocating to this new building, see Figure 90. Regrettably, the author has found insufficient information to clarify this matter.

17 September 1908. Johnson City Comet.

“Big Street Parade – Farmers Will Have Big Carnival Parade. Merchants Have Floats – Will be the Greatest Street carnival in History of City Worth seeing – One of the main features of the Washington County Fair, which is to be held in the month of October, will be the street parade Thursday the 22d... Shoun & Co., Wholesale Groceries...”

December 1908. The Sanborn Fire Insurance Company map for this area shows that Storeroom “E,” a single-story, iron clad building, had been constructed at this location since April 1903. It appears that this building was constructed for “G.H. Shoun & Company” after the fire of January 1906 disrupted their operation in Storeroom “D.” See Figure 90.

30 September 1909. Johnson City Comet.

“G.H. Shoun & Company. – Wholesale Grocers. Wholesaling and retailing of groceries and produce always has and always will be one of the most important functions of the commercial development of any city, and we can well felicitate ourselves on the part which the above firm and houses of its magnitude and high class character have played in this city. The above firm is one of the most prominent in the wholesale grocery lines. The business is entirely under the management of Mr. G.H. Shoun, who is among our most progressive young businessmen. They carry a fine line of staple and fancy groceries and are most conveniently located for the handling of their immense business. The firm gives employment to the men and three traveling salesmen on the road who cover a large territory. This company have always been held in high estimation by all who have had business dealings with them in any portion of the country and state over which this wholesale trade extends. They are public spirited gentlemen and always found behind movements of this character.” See Figure 90, which was published with the above article.

14 April 1910. Johnson City Comet.

“Southern Depot Scene of Fight. Saturday shortly after noon, John Jones, a driver for G.H. Shoun & Co., and a Mr. Shoun, an employe of the firm, had a difficulty at the Southern freight depot [which was still in the Union depot, shared with the E.T. & W.N.C. at this time] apparently that resulted in both being badly bruised. Shoun received some very painful knife wounds, and Jones was struck in the head with a rock. Both were bruised and bloody when they were separated and sent to a doctor to have their wounds dressed.” This was the last mention of this enterprise, found by the author.

July 1913. The Sanborn Fire Insurance Company map for this area shows that Storeroom “E” (143 Commerce Street) had been occupied by an unidentified warehouse (“Ware Ho.”) and “Soft Drinks” enterprise(s) and that a loading platform had been extended for the warehouses to its east.

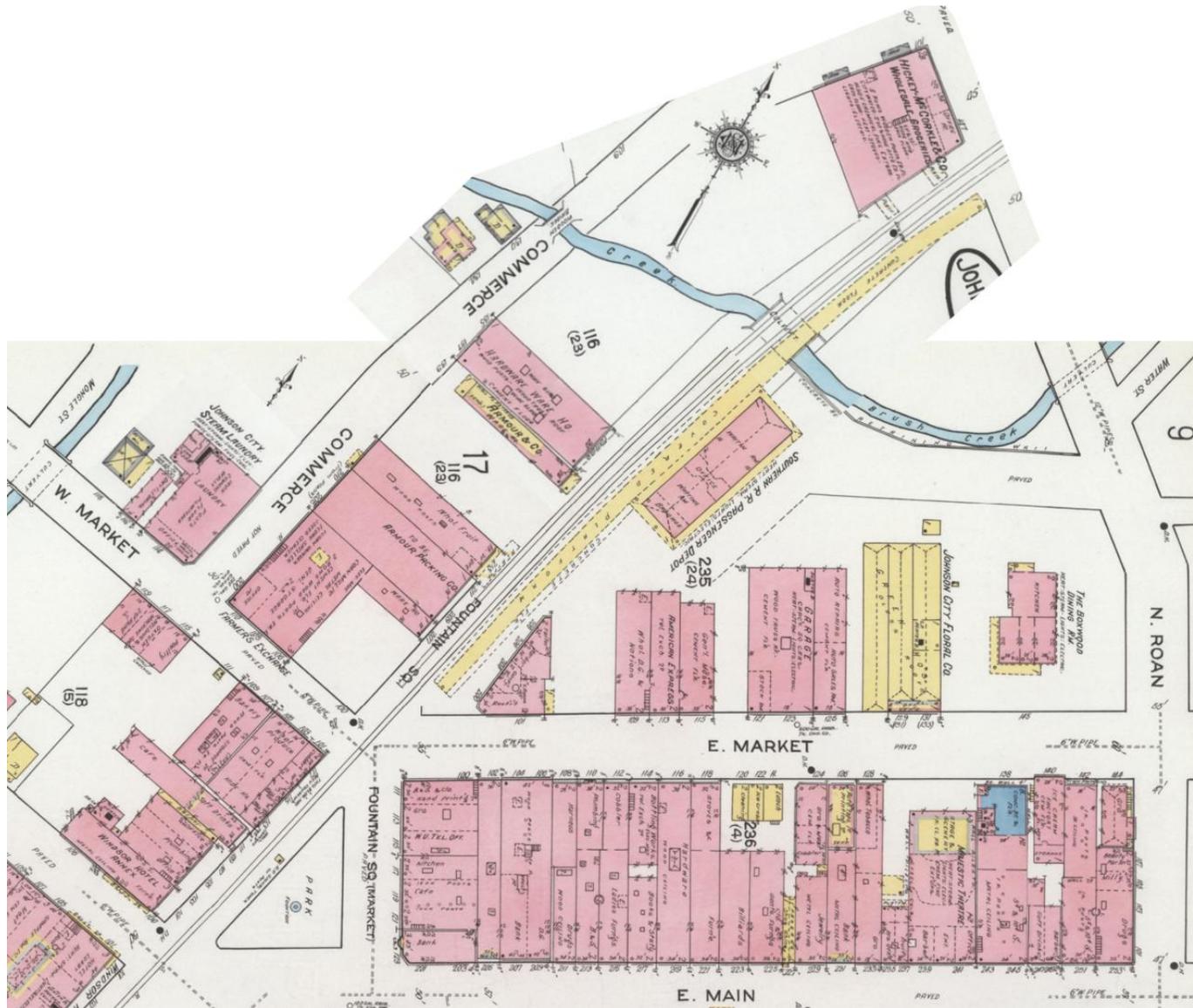
February 1920. The Sanborn Fire Insurance Company map for this area shows that Storeroom “E” (143 Commerce Street) had been removed, with the lot left vacant in February 1920.

See Section 6.2. for the information on the later occupants of this area.

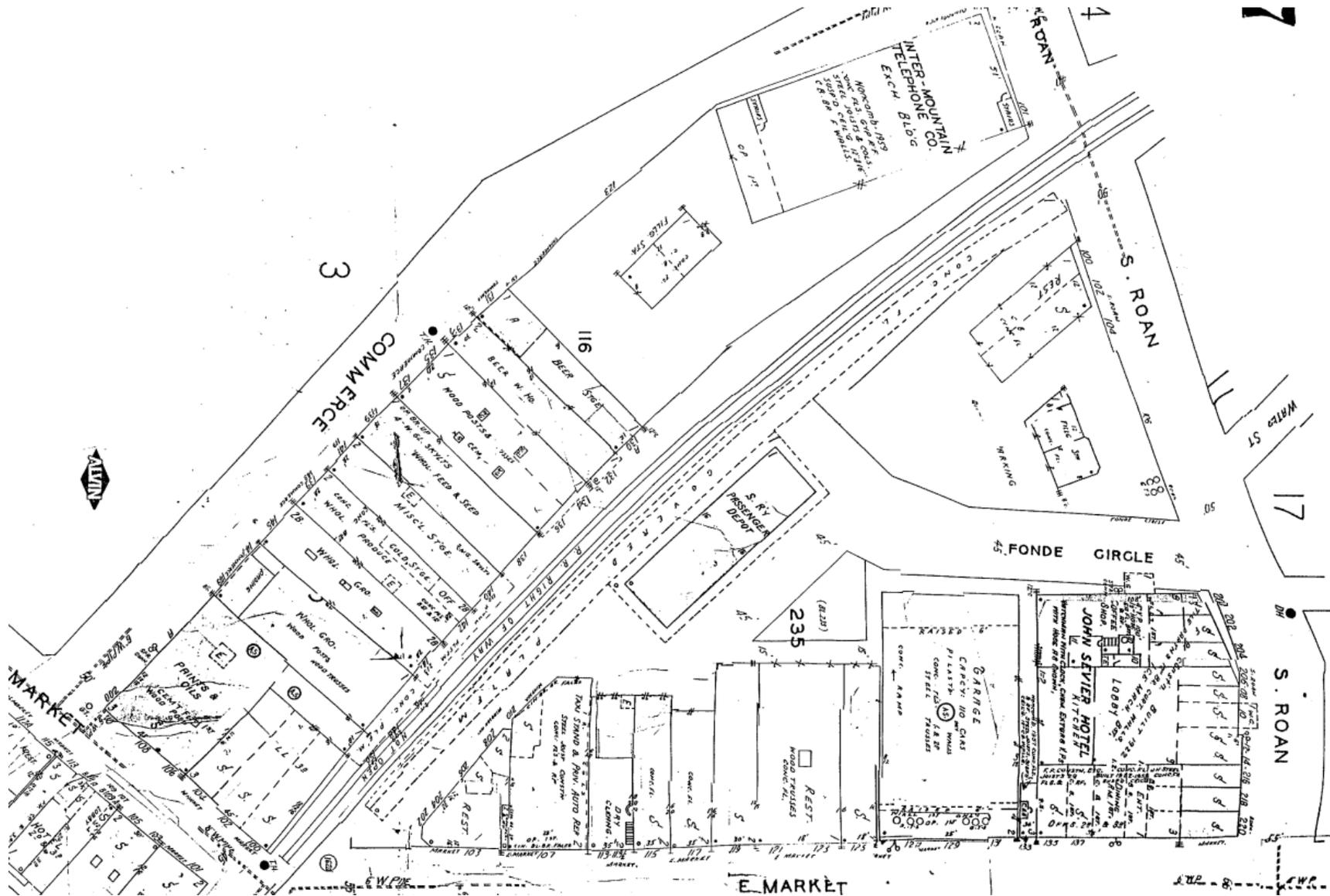
6. The Farmers Exchange Building, the Taylor Brothers Building, the “Warehouse Block,” as well as the “Hickey-McCorkle & Company Building” and its Successors, 1920 – Present

Note: By 1927, the Hickey-McCorkle & Company Building had been replaced by the Inter-Mountain Telephone Company Exchange Building, which, by the late 1950s or early 1960s, had been replaced by the “Century Link Building”.

Note: On 25 August 2025, Rae Augenstein emailed the author: “I was looking to see if you have a history of the businesses that sit between Commerce Street and the railroad/Buffalo/Water Street. This entire block has been revitalized in the past few years. There’s a beautiful art space/coffee shop now at 133 N Commerce called The Lazy Lady Baking Shop.”



Map 6G. February 1920. Note that the “Smith H. Hale/Archer Building” has been removed from the northwest corner of West Market Street and Southern Railway. Also note that the buildings, which constitute the “warehouse block” have undergone been considerable changes; in addition, the Hickey-McCorkle & Company has had constructed a new two-story (with basement), brick building on the northwest corner of North Roan Street and Southern Railway. Across the Southern Railway mainline from where the “Smith H. Hale/Archer Building” once stood, the “old Faw” brick building has been removed and replaced by the Joseph P. Summers Building. Finally, note the presence of the Southern Railway Passenger Depot.



Map 7E. June 1927. Note that the Taylor Brothers Building has been constructed on the northwest corner of the West Market Street and the Southern Railway (100, 104 and 104 West Market Street) and that the “warehouse block” has once again undergone significant changes. Also note that the Yellow Cab Terminal Building (“Taxi Stand,” 107 East Markets Street) has been constructed to the right (east) of the triangular Joseph P. Summers Building. Finally, note that it appears that the Hickey-McCorkle & Company building has been removed and replaced by the three-story building of the Inter-Mountain Telephone Company.



Figure 2F. A detail taken on 19 April 1941. Across the top, from left to right, the Windsor Hotel, the Arlington Hotel, the “Arlington Hotel Annex Building,” the “Fountain Square Hotel Building,” the “Farnsworth Hotel Building,” the Taylor Brothers Building, the “warehouse block,” and the Intermountain Telephone Company Exchange Building (on the right edge). Also visible are the Hamilton National Bank Building, the Crandall Building, the Joseph P. Summers Building (the triangular building across the Southern Railway mainline from the Taylor Brothers Building), the Southern Railway Passenger Depot, and the John Sevier Hotel.



Figure 3D. A detail taken on 1 March 1947. From the bottom left corner, along the westside of the Southern Railway mainline: the Windsor Hotel, the Arlington Hotel, the “Arlington Hotel Annex Building,” the “Fountain Square Hotel Building,” the “Farnsworth Hotel Building,” the Taylor Brothers Building, the “warehouse block,” and the Inter-Mountain Telephone Exchange Building. Also visible are the Hamilton National Bank Building, the Crandall Building, the Crouch Building, the Parks – Belk addition, the Joseph P. Summers Building (the triangular building across the Southern Railway mainline from the Taylor Brothers Building), and the Southern Railway Passenger Depot. Fountain Square is also visible.



Figure 7A. A detail of “Aerial View, ‘Downtown Johnson City 1960s’,” looking west along East Market Street and East Main Street, with the Hamilton National Bank building visible near the top the of the image and the John Sevier Hotel visible in the right foreground. From left to right across the top of the image on the west side of the Southern Railway mainline: the “Free Service Tire Company Tire Sales and Recapping Facility Building” on Wilson Avenue, the block of buildings on Windsor Way, the Windsor Hotel, the Arlington Hotel, the “Arlington Hotel Annex Building,” the “Fountain Square Hotel Building,” the “Farnsworth Hotel Building,” the Taylor Brothers Building, and the “warehouse block.”<sup>118</sup>



Figure 8A. A color aerial view of downtown Johnson City, taken by 1966. This view looks east. From left to right along the west side of the Southern Railway mainline: the Inter-Mountain Telephone Company Exchange Building, an unidentified gas station, the “warehouse block,” the Taylor Brothers Building (with the Farmers Exchange Building to its left), the Arlington Hotel, the Windsor Hotel, the “Free Service Tire Company Tire Sales and Recapping Facility Building” on Wilson Avenue, and the Auto Sales and Service Company (lower right corner). Also visible, along the east side of the Southern Railway mainline, from left to right: the M.I. Gump Building (108 South Roan Street), the Southern Railway Passenger Depot, the Yellow Cab Terminal Building, the triangular Joseph P. Summers Building, the Parks – Belk addition, the Crouch Building, the Crandall Building, Jobe’s Block, the Phillips Building, and the light-colored Free Service Tire Company Building, as well as the E.T. & W.N.C. depot (lower right corner). The light-colored Hamilton National Bank Building is visible near the center of this image, while the Science Hill High School and the John Sevier Hotel are visible toward the top left.<sup>119</sup>



Figure 9B. A detail of downtown Johnson City taken in 2006. Along the west side of the Southern Railway (now Norfolk Southern), from lower left toward top right: “Young’s Warehouse” (partially visible), the “Chevrolet Sales Company Building,” the “Free Service Tire Company Tire Sales and Recapping Facility Building” (100 and 102 Wilson Avenue), the parking lot that was previously occupied by a number of buildings (including the Hotel Windsor, the Arlington Hotel, and the “Worley/O’Boyle Building”), the Taylor Brothers Building (partially occupied by a Western Auto store (by 1941 to at least 1968), with the Farmers Exchange Building to its left), and the “warehouse block” (which was across the tracks from the Southern Railway Passenger Depot (now a parking deck)). Along the east side of the former Southern Railway mainline, from bottom left toward top right: the former E.T. & W.N.C. depot, the white Free Service Tire Company building, the back of the Jobe Block, the “East Fountain Square Block,” a parking deck (where the Southern Railway Passenger Depot stood from 1913 to 1973), and the John Sevier Hotel. From the bottom left corner, along State of Franklin Road, to the middle right: the Summers Hardware and Supply Company, the Clinchfield depot, and the buildings once occupied by the Taylor Feed Company store, McCown – Mahoney, and Hannah Brothers (along Tipton Street).<sup>120</sup>

## 6.1. The Farmers Exchange Building and the Taylor Brothers Building, 1914 – Present

### The Farmers Exchange Building, 1914 – Present

Farmers Exchange, 1914 to no later than 1925  
London – Kirkpatrick Hardware Company, here 1925 to no later than 1929  
London Hardware Company, by 1930 to at least 1977  
“S.E. Regional Train Center,” by 2012  
Trek Bicycle Store, 2015 to at least 2024

### Taylor Brothers Building, by 1921 – Present (104, 102 and 100 West Market Street)

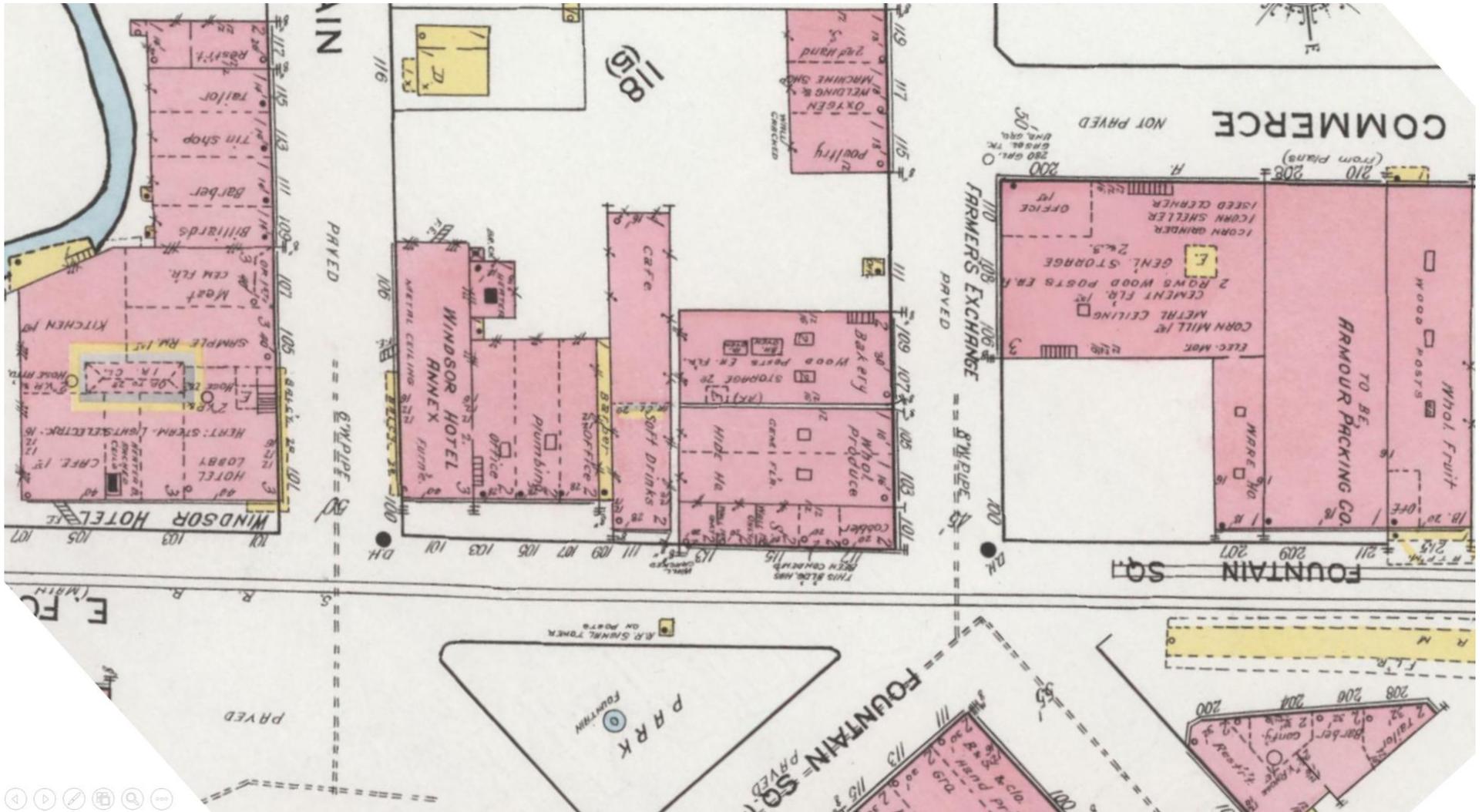
See Section 5.1. for the information on the previous occupants of this area.

### 100 West Market Street

The Smith-Higgins Company, wholesale drug distributor, here 1921 – 1924  
Western Auto Store, by 1941 to at least 1968  
“Mel’s (?) Stamps & Coins... Driving School,” late 1970s  
“Albert’s Music,” by 2012  
Strings,” by 2018 to at least 2023

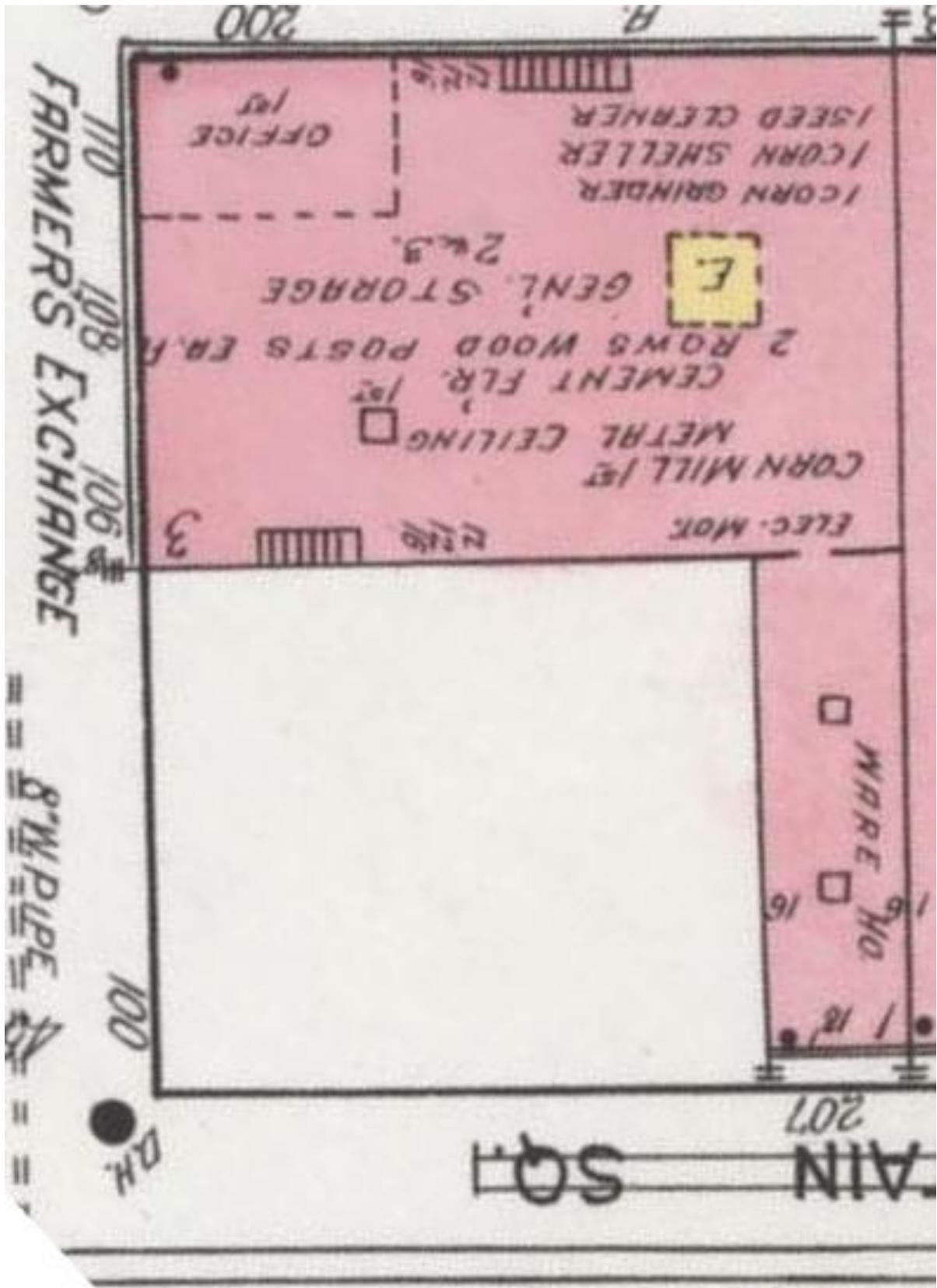
### 102 West Market Street

“Calfee and Swann Inc.,” Photography Store, by 1968  
“Albert’s Loan – Licensed Pawnbrokers,” by 2012 to at least 2023



Map 6H. February 1920. The “Smith H. Hale/Archer Building” has been removed from the northwest corner of West Market Street and the Southern Railway mainline, leaving an empty lot with the Farmers Exchange Building (106, 108, and 110 West Market Street) to its west (above). The Taylor Brothers Building will be built on this lot by 1921. The buildings across the top, from left to right, include: the Windsor Hotel (on the southwest corner of West Main Street and Southern Railway), the “Arlington Hotel” (on the northwest corner of West Main Street and Southern Railway), the Dyer Building, and the “Worley/O’Boyle Building” (southwest corner of West Market Street and Southern Railway). Also note the “Fountain Sq.”





Map 6E (reproduced here for convenience). February 1920. Note the presence of the “Farmers Exchange Building,” at 106, 108 and 110 West Market Street. This building was constructed in 1914. Also note that the “Smith H. Hale/Archer Building” has been removed. The Taylor Brothers Building would be built on this site by 1921.



Map 7G. June 1927. Note that the Taylor Brothers Building (100, 102 and 104 West Market Street) has been built on the site of the "Smith H. Hale/Archer Building," by 1921. The Farmers Exchange Building at 106, 108 and 110 West Market Street, as well as 150 Railroad Street, was occupied by the London - Kirkpatrick Hardware Company in 1925.



Figure 98. “Farmers Exchange... [from left to right: 110, 108 and 106 West] Market Street, corner of Commerce Street.” The Farmers Exchange Building was built in 1914, before Taylor Brothers Building was built, in 1921 (as can be seen on the right edge of this image).<sup>121</sup> Note the building that is partially visible on the left. It appears to be the one occupied by the “Johnson City Steam Laundry” by February 1920 (see Map 6G). Also note truck on left is lettered “Farmers Exchange...” Although it appears that the Farmers Exchange Building is not a trackside business, it does have an attached warehouse, at 150 Railroad Street and is included in this document for that reason.



Figure 99. “Fountain Square looking west...” The partially-visible light-colored Dyer Building on the left was built in 1906 and housed “The Brunswick Pool Room & Bowling Alley” (1906 – 1909), followed by the Dixie/Odeon Theatre (1909 to at least 1916). Note the “C.G. Hannah & Co.” sign above the “Worley/O’Boyle Building” (this C.G. Hannah building was at 107 and 109 West Market Street by 1913 to 1917 or 1918; it was occupied by Lockett Brothers by 10 August 1918) and the Farmers Exchange Building (built at 106 – 110 West Market Street in 1914).<sup>122</sup> This “Silver Moon Restaurant” was here by 1916 (perhaps as early as 1910) to no later than February 1920 (when this address appears to have been vacant). The “Market Square Pressing Club” occupied the second floor by 1911. It appears that the bushes in the foreground were added to Fountain Square after April 1919. Consequently, it appears that this photograph was taken between April 1919 and February 1920. The “Worley/O’Boyle Building” was demolished between February 1920 and June 1927.



Figure 99A. A detail, note the Farmers Exchange Building in the background, with a sign that appears to read, in part: “Farmers Exchange (?)... Purina (?)”



Figure 100. “Our present store we have occupied since 1925. Centrally located in Johnson City at Market and Commerce, London’s is the city’s largest and leading retail hardware firm.” Johnson City Press – Chronicle, 25 May 1969.<sup>123</sup>



Figure 101. “Downtown Johnson City, Corner of Commerce and Market, Early 1960s.” From left to right: the Farmer’s Exchange Building (with the “Pee Gee Paint” sign), the Parks – Belk addition, the Crouch Building (with the Hamilton Bank behind it), and the “Farnsworth Hotel Building” (with the “Loans” sign), as well as other buildings along West Market Street (one of which has a sign that appears to read: “J.M. Preas M.D. 1922”). Note the “Commerce St.” sign on the left, as well as the Mecca Restaurant on the right.<sup>124</sup>



Figure 102. “Employees [of London’s Hardware Company] in front of store [in the Farmers Exchange Building] wearing Pee Gee Paint overalls and caps. Back Row, Second from Left: Bill Dyer, (William Mills Dyer, Sr.) second from Right, Mr. Couch, Right, Charlie Good. Front Row Second from Left Bob London (Robert Patterson London, Jr.),” “circa 1958 – 1961.”<sup>125</sup>

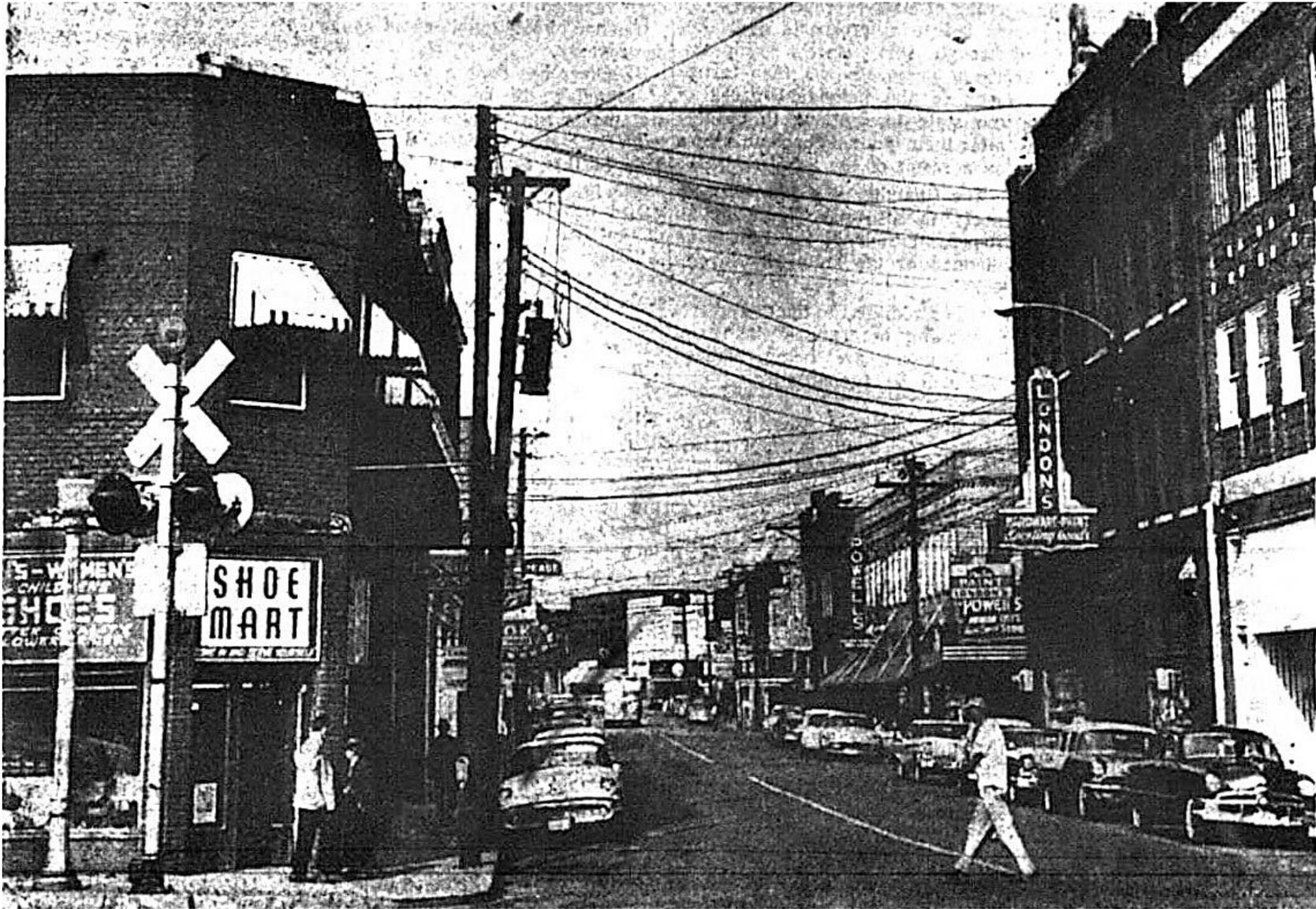


Figure 103. "October 1958 – Picture looking west up Market Street from the Southern Railway tracks in 1958 in an article about power lines. The building on the left has been a parking lot since 1969 [actually 1971], the building on the right was London's Hardware [in the old "Farmers Exchange Building," 110, 108 and 106 West Market Street] and across Commerce St. was the original Little Stores and became Powell's in 1956, (presently Campbell's Morrell Music), and far in the background on the right across Boone was the white brick Jones Ear, Nose and Throat Hospital that has been demolished..." Johnson City Press, 16 October 1958. Also note the "Taylor Brothers Building" on the right at 104, 102 and 100 West Market Street.<sup>126</sup>



Figure 104. A view looking northwest across Fountain Square from near the Crandall Building. From left to right: the “Farnsworth Hotel Building” (with the Farmers Exchange Building behind it), the Taylor Brothers Building, with Calfee & Swann at 102 West Market Street (previously at 102 East Main Street from 1949 to perhaps 1962) and the “Western Auto” store at 100 West Market Street (here by 1941), the Parks – Belk addition, and the Crouch Building. This photograph was taken “Circa September 1968.”<sup>127</sup>



Figure 104A. A detail. The Taylor Brothers Building, 100, 102 and 104 West Market Street, constructed by 1921, see maps 6H and 7G. Note the Calfee & Swann photography store at 102 West Market Street (previously at 102 East Main Street from 1949 to perhaps 1962) and the “Western Auto” store at 100 West Market Street (here by 1941).



Figure 105. “Circa September 1968 – Another photo of Chris’s Twirlettes parading through Fountain Square in downtown Johnson City. Looking in a northwest direction from Main across Fountain Square toward Market Street. The building on the far left was razed in 1969 [actually in 1971] and is presently a parking lot...”<sup>128</sup> Note the Taylor Brothers Building in the middle background and the “East Fountain Square Block” on the right.



Figure 105A. A detail of the Taylor Brothers Building on the northwest corner of West Market Street and the Southern Railway. This Western Auto store was at 100 West Market Street. Note that the sign of the store to the left of the “Western Auto” sign (102 West Market Street), appears to read: “Calfee and Swann Inc.” “Everything Photographic.” The Calfee and Swann store was previously at 102 East Main Street (1949 to perhaps 1962).



Figure 106. “Circa late 70’s – The Dandelion Fountain on Fountain Square in downtown Johnson City...” This view looks from near the Crandall Building, across Fountain Square, toward the Taylor Brothers and Farmers Exchange buildings on West Market Street.<sup>129</sup>



Figure 106A. A detail. Note that the Western Auto store is no longer present in the Taylor Brothers Building (the sign on the right appears to read in part: “Mel’s (?) Stamps & Coins... Driving School”). Also note the Farmers Exchange Building on the left, which has a sign that appears to read: “Mart” or “Mary.”



Figure 107. A detail of the portion of the Taylor Brothers Building that was occupied, in part, by a Western Auto store, at 100 West Market Street. Note the presence of the Parks – Belk addition in the right background. This photograph appears to date to between 1961 and 1965.<sup>130</sup>



Figure 108. A detail. Note the signs on the Taylor Brothers Building, on the right, which appear to read: "Western Auto Association" and "Home Owned." This photograph was dated to the "early 1960s."<sup>131</sup>



Figure 71C. "Southern Railway Depot," just prior to demolition in 1973.<sup>132</sup> Note the Taylor Brothers Building (which was partially occupied by a Western Auto store by 1941 to at least 1968) to the left of the station. Also note the presence of what appears to be a loading platform adjacent to the Southern Railway mainline at the lower right of the Taylor Brothers Building.



Figure 109. A Google Maps photograph from May 2018. The “Trek Bicycle Store” opened here in 2015 and remained until at least January 2024. Prior to this, in Google Maps photographs from 2012, the first floor of the Farmers Exchange Building was occupied by the “S.E. Regional Train Center,” which had model trains displayed in the front windows.<sup>133</sup>



Figure 110. A Google Maps image of the south side of the Taylor Brothers Building (as it faces West Market Street) in September 2021. Note that the sign at the top of the building appears to read: “Taylor Br... lding.” “Strings” occupies 100 West Market Street (on the right), and “Albert’s Loan” “Licened Pawnbrokers” occupies 102 West Market Street (and, perhaps, 104 West Market Street).



Figure 111. A Google Maps image of the Taylor Brothers Building, 100, 102 and 104 West Market Street, and the Farmers' Exchange Building, 106, 108 and 110 West Market Street, as well as 150 Railroad Street, in November 2023. Note the former Southern Railway (now Norfolk & Southern) mainline in the foreground. Also note the "Albert's Pawn" sign, which reads: "Albert's Pawn – Guns – Guitars – Jewelry & More" "Licensed & Trusted Pawnbrokers Since 1927." Perhaps this enterprise is related to the "Albert's Loans" that was located at 117 East Fountain Square, by 1955 to at least 1968. A previous, heavily weathered sign (in the same place in 2012) read: "Albert's Loan – We Rent Money – Around Corner – Licensed Pawnbroker." To the right (north) of the Taylor Brothers Building, from left to right (based on Map 7J from 1927): at 150 Railroad Street: a one-story brick "Ware Ho." part of the Farmers Exchange Building; at 148 and 146 Railroad Street (149 and 147 Commerce Street): a one-story, brick building that was built for the "Armour Packing Co.;" at 144 Railroad Street (145 Commerce Street) a two-story wholesale grocery warehouse.



Figure 112. A Google Maps image of the east side of the Taylor Brothers Building (as it faces the former Southern Railways mainline) in November 2023. Note that the loading door, once located under the fire escape, has been bricked up, as have several other openings on the ground floor of this building. Also note the red-brick single-story structure, to the immediate right of the Taylor Brothers Building that was once occupied by a warehouse (it is part of the Farmers Exchange Building, see maps 6E and 7G), while the one-story “yellow” brick building to its right was apparently built as an “Armour Packing Co.” facility after February 1920.

### 6.1.1. Overview of the West Market Street Historic District

“The commerce section of the proposed Johnson City Warehouse and Commerce Historic District are predominantly the buildings, which are situated along the northern side of West Market Street between the railroad and Montgomery Street. While they are not as unique as the warehouses, this section was an important commercial area in the first half of the 20<sup>th</sup> century because of its proximity to the railroads. Businesses conducted commerce in a number of different capacities: hardware stores, shoe shops, drug stores, grocery stores, furniture stores, jewelers, photography stores, restaurants, and many others. This area was the site of Johnson City’s first modern grocery store, Piggly Wiggly (142 West Market Street), the local Masonic Lodge (102 West Market Street), and the Western Union Telegraph Company (100 West Market Street). Two examples of longstanding commercial buildings and local businesses include the Smith-Higgins Company (200 West Market Street) and the London Hardware Company (110 West Market Street).

The Smith-Higgins Company was established in 1921 as a wholesale distributor of drugs, supplying stores throughout the Southern Appalachian region. After initially settling in the 100 block of West Market Street, it moved to 204 – 206 West Market Street in 1924. The company sold confections, cigars/tobacco, drugs, chemicals, sundries, and notions. The store remained at this location for nearly fifty years. In 1971, the owners sold Smith-Higgins to the Gump Finance Corporation, which moved the store location to Princeton Road. After which time, the location at West Market Street changed ownership but continued to be used as a pharmacy. The Corner Drug Store operated at 200 West Market Street through the 1980’s. Currently, there is no business operating out of the 200 West Market Street location.

London Hardware Company was another business in the proposed Commerce and Warehouse District that had longevity. The company initially operated as London – Kirkpatrick Hardware Company in the 1910’s on East Main Street with a focus on wholesale and retail hardware. By 1927 [1925] the company moved to 106 – 110 West Market Street. Shortly after, Kirkpatrick was dropped from the latter half of the company name, becoming solely London Hardware Company. The hardware store emphasized painting, boasting a large and complete stock of Pee Gee Paints. In the advertisements, they said ‘we can give you good advice on painting... whether it’s regarding the repainting an old treasured toy or completely redecorating your home.’ The store could safely recommend the repainting of a toy because in the 1930’s Robert London diversified the store products creating more than merely a hardware store. London dealt in toys, hardware, paint, farm supplies, housewares, and sporting goods (particularly guns and ammunition). In the 1940’s, customers coming to the hardware store even found radios and electrical appliances for sale. The store’s ability to expand over time into different markets allowed it to thrive for over fifty years, but like many of the stores in the downtown area it eventually faltered when commerce moved uptown. After a vacancy period, Johnson City Wood Working and Sales moved into 110 West Market Street, which operated out of the storefront throughout the 1980’s and 1990’s. The property is currently being redeveloped.

Despite the challenges faced by downtown districts in the 1960’s with the decline of railroads, the warehouse district fared quite well... The commerce section of the district endured more difficult times with the decline of the railroads and subsequent loss of trade, but even today many of the ground floors of the buildings have been redeveloped and occupied by businesses. The upper floors remain somewhat neglected. However, a nomination to the National Register of Historical Places would encourage the preservation of the remaining floors of the buildings that have survived since the early 1900’s.”<sup>134</sup>

6.1.2. Farmers Exchange Building, 1914 – Present

Farmers Exchange, 1914 to no later than 1925  
London – Kirkpatrick Hardware Company, here 1925 to no later than 1929  
London Hardware Company, by 1930 to at least 1977  
Johnson City Wood Working and Sales, 1980's and 1990's  
“S.E. Regional Train Center,” by 2012  
Trek Bicycle Store, 2015 to at least 2024

6.1.2.1. Farmers Exchange, 1914 to no later than 1925

110, 108 and 106 “West Market Street... historically London Hardware. Two-part commercial. 1920 [actually built in 1914]. Brick, 3 stories, asphalt parapet roof, irregular plan (L-shaped with railroad platform), 1<sup>st</sup> story fixed display with transom windows, 2<sup>nd</sup> – 3<sup>rd</sup> story 1:1 windows, brick pilasters, brick corbelling to storefront cornice, brick corbelling between 2<sup>nd</sup> and 3<sup>rd</sup> stories, decorative brick paneling...”<sup>135</sup>

1914. W.F. Carter, Thad A. Cox, and John A. Pritchett conveyed a property (presumably at 106, 108 and 110 West Market Street) to the “Farmers’ Exchange.”<sup>136</sup> Previous to the construction of the Farmers Exchange Building, this lot appears to have been vacant.



Figure 113. Johnson City Comet. 10 September 1914.



Figure 114. Johnson City Comet. 11 March 1915.

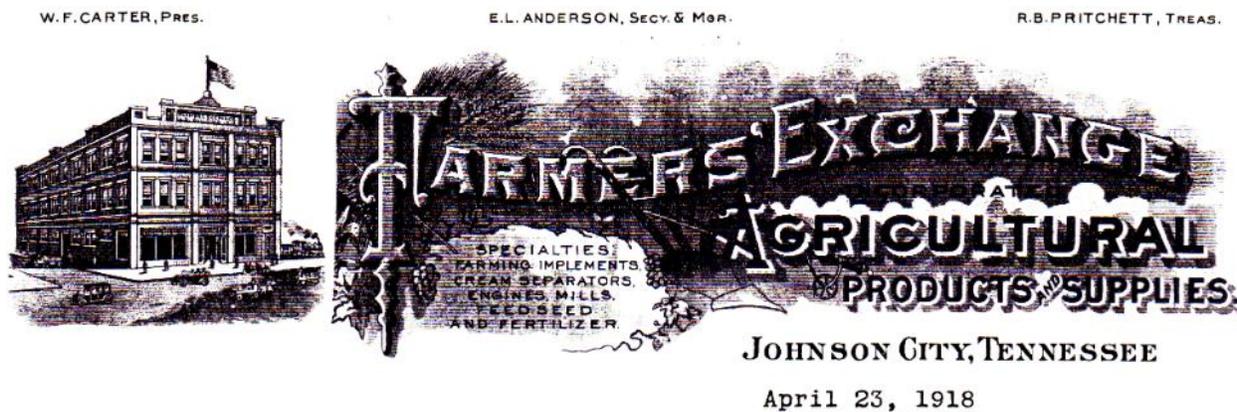


Figure 115. “Farmers’ Exchange – Agricultural Products and Supplies,” 23 April 1918.<sup>137</sup>

23 April 1918. “The Farmers Exchange: Reader’s Letter Gives Columnist a Mystery to Solve.”

“After some research, I [Bob Cox] determined the address of the Farmers’ Exchange to be at 106 – 110 West Market Street, in close proximity of the future Arcade Building. The London-Kirkpatrick Hardware occupied the site in 1928 [actually 1925], becoming known two years later as London Hardware Company. The road in question was Commerce Street and the train was leaving the Southern Railway Depot, suggesting that the exchange building was built before the Taylor Brothers Building next door [confirmed, see Map 6H].

I love a good mystery, especially when it concerns Johnson City’s history. Earl Buchanan sent me a very interesting advertisement, in the form of a letter, dated April 23, 1918, of the Farmers’ Exchange. The business sold an extensive assortment of agricultural supplies: ‘wagons, plows, mowers, rakes, harrows, mills, drills, gasoline engines, silage cutters, seed cleaners and other farm items.’ While the ad contained no street address, the letterhead showed a small photo of the exchange building, which slightly resembled the Arcade building.

The letter was dated five years before the Arcade was constructed in 1923, ruling out that possibility. Where then was this large business of yesteryear located? The depiction showed a road flanking the left side of the building and a train on the right, billowing black smoke from its stack as it chugged along.

The advertisement [Figure 115] identified the officers of the business as W.F. Carter (president), E.L. Anderson (secretary and manager) and R.S. Pritchett (treasurer). The letter illustrates the strong male influence of the early 1900s, containing some unusual language: 'We hereby extend to you a cordial invitation to our anniversary May 4, 1918. The enclosed button may be worth several dollars as there are five hundred duplicate numbers, and if you will find the fellow wearing the same number you have and bring him to our store, we will give each of you a silver dollar.' Another benefit of wearing the button was receiving an additional 5% of all cash sales. The letter cautioned the receiver not to lose it, lest both parties miss an opportunity to win a dollar coin.

Not to be completely excluded, the farmers' wives were addressed in the letter in a rather impersonal manner: 'For the convenience of our farm women and other visitors, we have just completed a Ladies Rest Room on the second floor of our building where we will be glad to have them leave their bundles, eat their lunch or rest while they wait for trains or friends. Bring the women along.'

The brochure announced some quality improvements made to their product line: 'We no longer sell you pea hulls, sticks and trash in your millet, for we have installed a seed cleaning plant and all peas, millet, cane seed, buckwheat, etc. are put in first-class condition before we send them to the farm. We have a power sheller and can handle your corn in the ear. We will also make corn meal and chop for you while you wait.'

The ad concluded by promoting their Sharples Suction Feed Separators, which they proclaimed to be 'the most perfect separator on the face of the earth.'

The exchange either closed or moved to another location sometime between 1918 and 1928 [by 1925]. One has to wonder if they took the Ladies Rest Room with them when they closed."<sup>138</sup>

February 1920. The Sanborn Fire Insurance Company map for 110, 108 and 106 West Market Street shows that this three-story brick building was occupied by the "Farmer's Exchange." On the first floor (with a "Metal Ceiling") was an office, an "Elec. Mot." that drove a "Corn Mill," "Corn Grinder," "Corn Sheller," and a "Seed Cleaner." "2 Rows Wood Posts Ea. Fl." There were two sets of stairs up, as well as an elevator. The 2<sup>nd</sup> and 3<sup>rd</sup> floors were used for "Gen'l Storage." The 1<sup>st</sup> floor also included an 18' foot tall "Ware Ho." that faced Railroad Street.

8 November 1922. Johnson City Daily Staff.

"Mrs. L. Cramer and Mrs. P. Mullen will be in Johnson City for some time, making a survey of the poultry raising in this vicinity. These ladies make a special study of poultry culture and are prepared to help poultry raisers in and around Johnson City on such problems as culling, feeding or molting hens and other such poultry problems. While in Johnson City they will call on all poultry raisers to take up these important problems. The enterprise of the Farmers Exchange, has made it possible for the poultry keepers to get the benefit of the experience of these experts."<sup>139</sup>

#### 6.1.2.2. London – Kirkpatrick Hardware Company, here 1925 to no later than 1929

“London’s Hardware Company of Johnson City, Tennessee was started as London-Kirkpatrick Hardware Company in 1912 by Robert Patterson London, Sr. and Nathaniel D. Kirkpatrick. The first store was located at 219 Main Street; in 1925, the business was moved to the corner of Market and Commerce where it remained for the rest of its existence. By 1929, Kirkpatrick was no longer listed as an officer of the company; the name was changed to London’s Hardware Company by 1930.

R.P. London served as president of the company until his death in 1950, at which point his son Robert ‘Bob’ Patterson London, Jr. took over as president. London, Jr. held this position until at least 1975. Other important officers and employees included William S. Couch, who served as a vice-president from around 1921 until at least 1962; Niles N. Gray, an employee who left in 1946 and returned in 1956 to serve as general manager and later vice-president; and William M. Dyer, who married R.P. London’s daughter Marjorie and worked as a manager during the 1940s, served as secretary during the 1950s and 1960s and became a vice-president in the 1970s. Other employees included James M. Barker, B. Houston Carter, Charles W. Good, and Charles C. Holly.

From 1935 to 1950, the Johnson City... directory included a separate listing for London’s Sports Shop, though this was at the same address as the hardware store. In 1962, the London’s opened London’s Garden Center at a separate location on Commerce Street. This lasted until at least 1970. By 1977, the business had been transferred to different hands; the 1977 city directory has the final listing for London’s True Value Hardware, with Scotty L. Snyder as president.”<sup>140</sup>



Figure 116. “An interior view [toward the Sporting Goods and Tool departments on the right side] of the new London – Kirkpatrick store. The drawing on the following page shows in reduced size the plan furnished by the Association.”<sup>141</sup> For a list of additional interior photographs of the London Hardware Company store, see Appendix B.

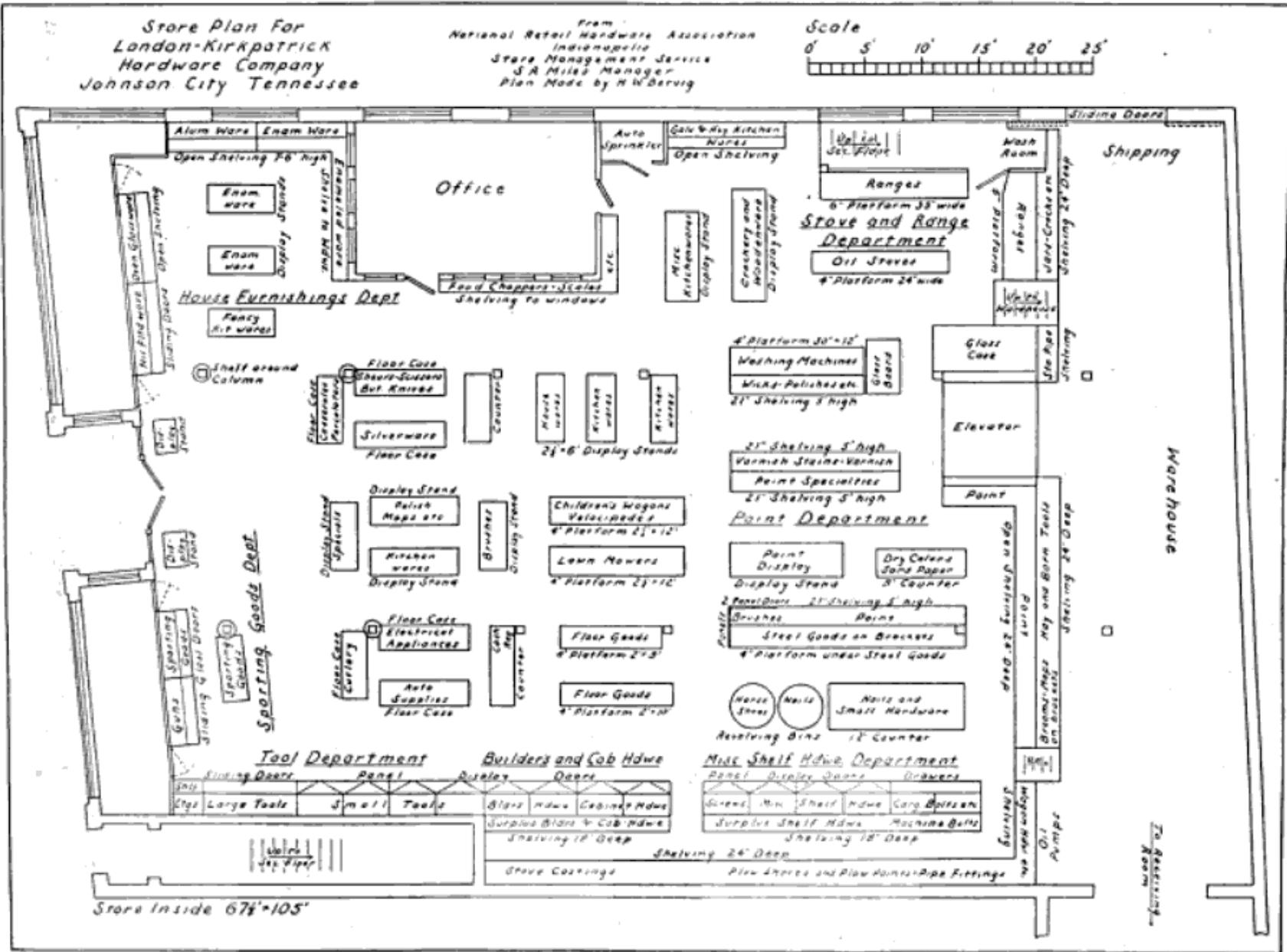


Figure 117. "Floor plan for store arrangement as furnished by the Store Management Services of the National Retail Hardware Association, Indianapolis." See figures 116, 118, and 119.<sup>142</sup>



Figure 118. A view toward the left side of the “House Furnishings Department” of the London Hardware Company Store “circa 1925 – 1935.” Note the front windows on the left and the office on the “Paint” sign near the center of the photograph. It appears that this photograph was taken at about the same time as that in Figure 116 (above).<sup>143</sup>



Figure 119. “Paint department featuring Pee Gee paints.” It appears that this photograph was taken at about the same time as that in Figure 116 (above).<sup>144</sup> For a list of additional interior photographs of the London Hardware Company store, see Appendix B

February 1926. Hardware Retailer.

“Eastern Tennessee’s Finest Store – A Description of the London – Kirkpatrick Company’s New store at Johnson City – Part Played by N.R.H.A. in Arranging it” “By H.W. Bervig”

“Thirteen years ago a new store was opened by the London-Kirkpatrick Hardware Company at Johnson City, Tennessee, now a town of 12,500. They started in a small room, but last fall moved into a three-story building seventy feet by one hundred seven feet, and today have one of the largest and best equipped hardware stores in Tennessee.

In the early part of 1925 the London-Kirkpatrick Company found themselves facing a large rental increase, a problem common to many merchants. They felt the raise was not justified by local conditions and looked about for a new location.

The main business district offered no suitable room for their stock, but a few blocks away an available building was found.

An argument against a change was that of moving an established and successful store to another part of town. Would the change affect business adversely?

#### Parking and Delivery Problems Solved

Plenty of parking space was available near the proposed building. It was felt that this would appeal particularly to the farmers from whom the largest part of the volume of business was obtained.

The warehouse, really a part of the main building but raised three feet above the sales floor, had an extension that ran directly to a railroad siding. Carloads of wire fencing and other heavy hardware could be unloaded without cartage charges.

Opposite the receiving end was a shipping platform level with a wagon box or truck body. That arrangement would greatly facilitate the delivery of merchandise.

After carefully considering every factor the owners decided to move the store. Quite naturally they turned to the hardware association for help in planning the new arrangement.

#### Avoiding a Dark Corner for Displays

A plan of the main floor is reproduced here. The room is 67½ feet by 105 feet inside but is not square as will be noted. On the right side is a stairway to the second floor. To build the shelving along the wall would make a dark corner rearward from the stairway and break up the straight line.

The solution of the problem was found in continuing the shelving on a line with that alongside the stairway.

The picture illustrates how a straight line was maintained from the front of the store to the rear. The arrangement allowed one hundred feet of shelving to be built in the space back of the display following the stairway.

On entering the store one will see on the right such hardware as will appeal to men and on the left, kitchenwares and other merchandise purchased by women. This is the general idea followed in the arrangement.

Guns, fishing tackle and other sporting goods are, to men, among the most attractive merchandise sold by hardware stores. This department was placed at the right near the front. Tools and builders’ and cabinet hardware follow in the right shelving, then miscellaneous shelf hardware, screws and bolts.

Sliding glass door cases carry sporting goods and large tools. Hinged panel doors without glass fronts display the varied line of small hardware. Similar doors were used below the ledge along most of the right side.

The store has a large volume in such lines as plow shares and points, stove castings and pipe fittings. glance at the floor plan will show how essential became the shelving back of the display case.

#### A Handy Plan for Handles and Screen Cloth

Screen cloth and fork, rake, hoe and other large handles are difficult to place conveniently. In this store seven-inch galvanized iron cylinders for screen cloth and ten-inch cylinders for handles extend under the warehouse floor. The screen cloth is handy to the counter on which it is unrolled and measured and wood handles are near the steel goods display.

The office if placed farther to the rear on the left would have interfered less with the floor arrangement. However, it had been well built by the previous occupant and if moved the windows facing the outside would have to be filled in and new ones recut. Consequently the placement was not changed.

Oven glassware, aluminum and the better kitchenwares occupy an attractive corner between the left window and the office. Tin and galvanized ware and crockery are in a less prominent space back of the office. To serve as a connection between these two parts of the housefurnishings department low shelving for housewares was built along the office wall.

#### Tables and Stands Display Housefurnishings

The picture of the store and the floor plan show how almost everything in housefurnishings is displayed on stands. The flat top table was used as being the most efficient type. Small kitchenwares are featured strongly in this manner.

There are three reasons for placing the stove and range department in the rear left corner. First, it is possible to secure better attention from a prospect if the display is away from a crowded aisle. Acquaintances of the customer to whom a stove is being shown are not so likely to stop and volunteer irrelevant information during the sales demonstration. Second, any customer interested in the purchase of so expensive an article as a stove is not averse to walking a few feet farther. Third, the placement relieves the center floor for faster moving goods and those carrying a larger margin.

#### An Efficient Paint Department

The paint and varnish department is one of the most profitable in the London-Kirkpatrick store. This department is at the back of the room but faces the front where it will be noticed by anyone entering the store. As paint, more than any other merchandise is purchased by both men and women, the display was made easily accessible from both sides of the store.

Everything pertaining to paint is in one place. Brushes, painters' tools, putty knives and glass cutters are sampled on panel swing doors attached to shelving. Dry colors and sand paper are carried under an especially designed eight-foot counter. Stands are used for demonstrations and displays. This department is a complete paint store in itself.

Platforms are used throughout for all floor goods, stoves and ranges, washing machines, children's wagons and lawn mowers. This avoids ragged aisles and helps give the floor a clean-cut appearance.

### Vision Is Nowhere Obstructed

Four aisles lead a customer to the rear, and cross aisles conveniently placed to give access to all departments. Fixtures are so low that vision is entirely unobstructed. Instead of only the front of the room working, every part has its selling possibilities.

How long did the rearrangement take? Just thirty days from the time operations were started until the change was complete. This is a rather remarkable record, as can be attested by anyone who has remodeled a sales floor.

Before making any change whatever, Mr. London asked for the assistance of the Store Management Service of the National Retail Hardware Association. The association furnished blue prints of a floor plan and special fixtures together with specifications and other details helpful in the rearrangement.

After receiving the blue prints, the London – Kirkpatrick Company wrote several fixture manufacturers for prices on wall cases, called in a local mechanic for estimates on cost of remodeling present fixtures.

As soon as quotations were received, the material was ordered, the carpenter made his changes and inside of a month a new store was presented to Johnson City.

### Early Results Amply Justify the Remodeling Cost

‘But how much did the job cost?’ you may ask. Only \$3,500 in all. They bought \$2,000 worth of new fixtures, the display cases along the right; \$1,500 was spent in changing shelving and display stands already on hand.

Friday and Saturday, October 9 and 10, London-Kirkpatrick Hardware Company had a formal opening. The event was given much publicity, four pages of the local paper being devoted to advertisements of the different lines handled and news items relating to the new store. On the first day souvenirs were given to all visitors and a number of special factory representatives were present demonstrating their goods.

Mr. London says that sales have greatly increased on the more profitable lines and assigned the reason to the improved arrangement. Quoting from a letter, ‘It is so much easier to wait on the trade with goods well displayed that each clerk can handle 25 per cent more business. We are wondering why we hung on to the old equipment so long.’<sup>145</sup>

June 1927. The Sanborn Fire Insurance Company map for 110, 108 and 106 West Market Street shows that this three-story brick building was occupied by a “Paints & Oils” enterprise (London – Kirkpatrick Hardware Company).

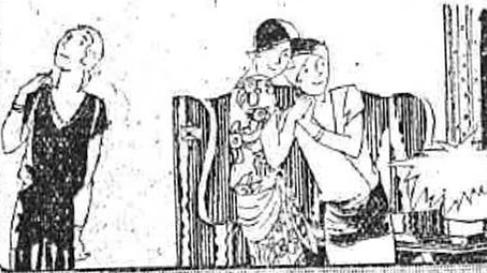
# SHE NEVER TOLD!

A PEE-GEE THRILLER  
100% Sound (Value)

**1** When friends saw her lovely Chinese Red bookcases, they thought her husband must have had a raise...



**2** And that charming blue-and-gray breakfast nook...



**3** And that Chartreuse guest room suite... they must have had money left to them!



**4** But she never told them that she did it all herself... with Pee-Gee 4-hour Gloss Enamel



**YOU, too, can work miracles of color with Pee-Gee 4-Hour Gloss Enamel. Painting experience is unnecessary—you just can't go wrong. No need to remove the old finish. It dries in four hours to a glossy, glass-smooth finish. Wears for years. In 24 of the smartest, most unusual colors you ever saw.**



## London Hardware Co.

West Market  
at  
Commerce St.



Phone  
No.  
5124

Figure 120. Johnson City Chronicle, 20 April 1930.<sup>146</sup>

---

**YOU DON'T NEED READY CASH**



**TO START REPAINTING**

---

*I've helped scores  
of Home Owners  
with the Pee Gee  
Budget Plan*

*I can spread the  
cost of Labor and  
Materials over 1  
to 3 years*

**F**OR as little as \$5.75 a month . . . if yours is an average sized house . . . you can have the best kept home in your community.

And the new Pee Gee 2-Coat System makes your money go twice as far. Tests prove that paint jobs done the new way last *twice as long*.

The Pee Gee Budget Plan is simple . . . no endorsers . . . no co-signers. You can start painting right away and pay for the improvement in small, convenient monthly amounts.

**PEE GEE HOUSE PAINT**

*The New 2-Coat System*

---

*B. H. Carter, Sales Manager*

**L O N D O N ' S**

---

Figure 121. Johnson City Beacon, 22 May 1936.<sup>147</sup>



## Summertime Is Playtime

The proper equipment will double the enjoyment of your favorite sport this summer. Come in and look it over.

### GOLF

Macgregor Clubs

Woods **\$3.95** UP

Irons **\$2.95** UP

"Par" Bags

**95¢** UP

Carry-All  
Bags ..... **\$2.95**



### Baseball

Special Lot Of  
D. & M. Gloves

**½ Off!**



### Fishing

The most complete Tackle display in Eastern Tennessee. Everything from No. 12 Hooks to the finest Fly Rod Heddon can make. Fly and Casting equipment by Weber, Pflueger, Heddon, and all popular makes.



### Tennis

D. & M. Rackets  
At Special Prices From

**\$1.95**

"The National" Racket  
Full Size—Silk Strung  
While They Last!

**59¢**



# London's

# SPORT SHOP

Athletic  
Outfitters

Figure 122. Johnson City Press - Chronicle,  
24 May 1936.<sup>148</sup>



**YOUR HOME and FARM  
DESERVE A CHRISTMAS  
PRESENT TOO!**

### Give Your Home a New Roof of GULFSTEEL Sheets

A new roof of Gulf-steel Galvanized Sheets will beautify your home, and protect it from weather, lightning and fire for many years to come... Easy to lay—hard to wear out.



### An Ideal Gift...

### Some New GULFSTEEL Fence

There's no Christmas gift your farm would rather have than some shiny new GULFSTEEL FENCE. It will repay you this gift many times over, in increased farm income.



### In Making Repairs use

### GULFSTEEL Quality Products

You can always rely on the dependable quality of GULFSTEEL PRODUCTS—nails, barb-wire, fence-posts, woven-wire fence and galvanized sheets.



## LONDON'S

Phone 5124 Johnson City

Figure 123. Johnson City Press - Chronicle,  
10 December 1936.<sup>149</sup>



Even the Name Suggests  
**CHRISTMAS**  
and it's an Ideal Gift . . .

COLOR! That's the trend today . . . a trend that has gained momentum steadily in every department of design and decoration, in every room of our homes. Emphasis is withdrawn from the drab, uninteresting monotonies . . . and placed heavily upon brightness, gaiety . . . color! It is in this spirit of gaiety and color that we offer you Fiesta . . . a new ware that provides endless possibilities for interesting, tasteful and eye-catching color effects in dressing the modern table.

Fiesta comes in five lovely colors . . . Green, Yellow, Blue, Old Ivory and Red . . . all brilliant, all cheerful, all endowed with a pleasant feeling of good fellowship, informality and gracious living. Whether used for serving breakfast, luncheon, informal supper, or buffet, Fiesta makes the meal a truly gay occasion. It gives the hostess an opportunity to create her own table effects by combining, according to her tastes or the occasion, any colors in any way she desires. Plates of one color, cream soups of another, contrasting cups and saucers . . . it's fun to set a table with Fiesta!

Fiesta is superbly shaped, is of high quality both in material and texture, is designed and executed with artistic skill of the first order. It offers a wide variety of items, increasing the possibilities of creating a table ensemble of true color harmony. And although pleasantly reminiscent of the lovely Faience tradition, it is thoroughly modern and different. Best of all, Fiesta is extremely reasonable in price, may be bought by the piece, and thus affords the purchaser a chance to build up a set not only of whatever items, but of whatever colors, she desires.

Many more Gifts of Utility throughout  
our Houseware Department

**LONDON'S**

Figure 124. Johnson City Press - Chronicle,  
13 December 1936.<sup>150</sup>

# Progress Comes From the Soil . . .

It is generally agreed that the wealth and prosperity of any community is based, to a great extent, upon the fertility of the soil on its neighboring farms. Certainly, we have all seen prosperous farms on fertile soil . . . and poor farms on poor soil.

Most of the farmers in this area have been blessed with soil which will produce fine crops when properly cultivated. Hundreds of beautiful farms dotting our countryside are evidence of this.

But, just as poor soil results in poor farms, so does improper cultivation affect the farmer's prosperity. Paying farms call for proper equipment.

That is why so many of our farm customers are successful. They are using the proper materials . . . fencing, seeds, and tools which we know are good for the farm and good for the farmer.

The farmer with the paying farm does his buying at London's. We are proud of that, and are keeping faith with our farm neighbors by offering them merchandise that we are sure will produce successful results.

**LONDON  
HARDWARE CO.**

"Johnson City's Only  
Complete Hardware Store."



Figure 125. Johnson City Press - Chronicle,  
19 February 1939.<sup>151</sup>

**BUY NOW!**

# SEEDS

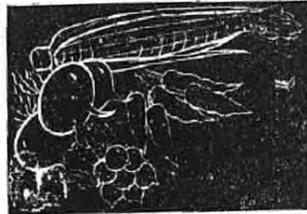
**SAVE NOW!**

**Garden Supplies**



**GARDEN HOSE**—  
25-ft. Extra quality fabric hose. \$1.25  
Will last years

**MORE VEGETABLES EARLIER THIS WAY**



Get more delicious vegetables and earlier vegetables by feeding them properly. Science has proved that all plants require 11 different food elements from the soil. The lack of even one of these important elements will retard the growth of the plant, and its production.

Feed your vegetables and all other plants Vigoro, the complete plant food, to get finest results.

Vigoro is a complete, balanced plant food that assures lawns, flowers, shrubs, trees, and vegetables proper proportions of every one of the 11 vital elements.

Vigoro is odorless, sanitary, and easy to apply. Come in today and get your supply of

**VIGORO**  
Complete plant food

- 1-Lb. Pkg. .... 10c
- 5-Lb. Pkg. .... 45c
- 10-Lb. Pkg. .... 85c
- 25-Lb. Bag .... \$1.50
- 50-Lb. Bag .... \$2.50
- 100-Lb. Bag .... \$4.00

**FERRY'S SEEDS Give Better Results**

**5c and 10c Pkts.**  
Vegetable Seeds in Bulk  
Evergreen Lawn Seed ..... **40c Lb.**  
**SPECIAL LAWN MIXTURE**  
Blue Grass, White Clover,  
Rye Grass, Red Top, Lb. . . **35c**

**Garden Tools**



**LAWN RAKE**—  
14 Tines, well tempered long hickory handle --- **49c**

**SPRINKLER**—  
4-Qt. size. Heavy metal, good handle and spout.

**GARDEN HOE** 49c

**SPADING FORK** 85c

**GARDEN SPADE** \$1.49

**CULTIVATOR** 85c

**GARDEN PLOW** \$2.95

**RD. PT. SHOVEL** 98c

**SIDEWALK EDGER** 85c

**GARDEN BARROW** \$3.95

**Flower Bed HOE** 50c

**WINGED PERFORMANCE**



*The World's Best Lawn Mower*  
**FREE DEMONSTRATION**  
PHONE FOR DATE  
NOW AVAILABLE ON  
**BUDGET PLAN SERVICE**  
*crosses Eclipse to Glorify Your Lawn*

**\$4.95 to \$22.50**

**Spray Needs**

2½ Gal. Compressed Air Sprayer **\$2.95**

1-Qt. Hand Sprayer, Extra heavy quality **39c**

- Bordow Mixture
- Arsenate
- Lead
- Kryolite
- Lime
- Sulphur
- Baricide

**Pruning Needs**

- Shears ..... 49c
- Hooks ..... 89c
- Saws ..... \$1.25
- Grass Shears ..... 49c
- Hedge Shears ..... 79c
- Grass Hooks ..... 35c

**LONDON'S HARDWARE PAINT**  
*Sporting Goods*

PHONE 5124 ~ ~ W. MARKET at COMMERCE

Figure 126. Johnson City Press – Chronicle, 24 March 1940.<sup>152</sup>



**Westinghouse**  
**8-CUP COFFEE MAKER**  
 Makes delicious full flavored coffee—also soup hot chocolate, etc. Wide mouth bowls for easy cleaning... **5.95**



**Westinghouse**  
**TURNOVER TOASTER**  
 Toasts two delicious, evenly-browned slices at once. Lowering either door turns toast. Nontarnishing chrome finish... **3.95**



**Westinghouse**  
**HEATING PAD**  
 Three-heat switch—for low, medium, and high. Soft cider-down cover. Gives soothing heat for all aches and pains... **\$2.95**

**SHOTGUNS and RIFLES**

This is the hunting season and he will really appreciate a new gun or rifle that he can use now. See our large stock . . . and reasonable prices.



**Bass Boots**

Leather top, rubber bottoms. The most popular and serviceable boot made **\$7.45**

**Flannel Shirt**

Duxbak all wool flannel shirts will keep him warm on the coldest days. A gift that is always appreciated, from **\$3.95**

**HUNTING COAT**

American Field Coat. Absolutely waterproof, leather top shoulders, zipper style take-down game bag for easy cleaning. The most popular hunting coat ever made **\$8**  
**OTHERS FROM \$3.50**

**BADMINTON SETS**

Complete sets to play this popular game. Both two and four rackets, with and without posts. All very specially priced from **\$2.95**

**PING PONG SETS**

A full line of table tennis sets for the beginner and professional. Complete sets ready for play, from **95c**

**FISHING TACKLE**

If he fishes . . . let us suggest one of hundreds of gifts that will be bound to please and make his Christmas joy complete.

Com' on,  
 Be A Sport!

**GIVE Them a GIFT of SPORTING GOODS**

**LONDON'S** **HARDWARE PAINT**  
*Sporting Goods*  
 PHONE 5124 ~ ~ W. MARKET at COMMERCE

Figure 127. Johnson City Press – Chronicle, 14 December 1941.<sup>153</sup>

# PAINT-UP CLEAN-UP



**1 COAT  
NEXT  
TO THE  
WOOD**



**1 COAT  
NEXT  
TO THE  
SUN**

## Pee-Gee SYSTEM

Your home's exterior will not fade, peel, blister or crack when you use Pee-Gee Mastic . . . and its good looks will last twice as long. That's the reason the Pee-Gee Two Coat System saves you money!

**\$3.15**  
GAL.  
IN FIVES

## It's FRESH-UP TIME in the American Household

### ABSORENE WALL PAPER CLEANER

The easy and economical way to clean your walls and shades.

**10c Can**

### SOILAX

The All Purpose Cleaner  
It cleans everything easily and safely. A "must" in your list of cleaning supplies.

**25c Pkg.**

### KING KOTTON WET MOPS

A fine pure cotton thread water mop. All sizes from

**50c**

### DUSTMASTER DUST MOP

A chemically treated DeLuxe Model for Waxed Floors. Removable head for easy washing.

**\$1.50**



100 lb. bags **\$4.00** ea.  
50 lb. bags **\$2.50** ea.  
25 lb. bags **\$1.50** ea.

*Let the good earth  
produce*



### PLANT FERRY'S SEEDS

PICK YOUR VICTORY GARDEN SEEDS FROM OUR LARGE ASSORTMENT

**IN BULK**

**LONDON'S** HARDWARE PAINT  
*Sporting Goods*  
PHONE 5124 — W. MARKET at COMMERCE

Figure 128. Johnson City Press – Chronicle, 15 April 1945.<sup>154</sup>

1980s and 1990s, this building was occupied by “Johnson City Wood Working and Sales.”

By 2012, this building was partially occupied by the “S.E. Regional Train Center.”

About March 2015. “London’s Lofts (located at 110 W Market St, Johnson City, TN 37604) opened as an apartment complex in 2015... The property is part of the London Living brand, which focuses on restoring historic buildings in downtown Johnson City into modern urban lofts. The [Farmers Exchange] building contains 20 units [“contemporary one-bedroom lofts”] across three stories, featuring original heart pine floors, exposed brick, and 12-foot ceilings.”<sup>155</sup>

April 2015 to at least 2024. “Trek Bicycle Store” “first opened its doors in April 2015. The shop was established by Chad and Annmarie Wolfe as a Trek Concept Store, marking a significant addition to the downtown Johnson City revitalization,” see Figure 109.<sup>156</sup>

### 6.1.3. The Taylor Brothers Building, by 1921 – Present

100, 102 and 104 “West Market Street... historically Taylor Brothers Building, currently Albert’s. Two-part commercial. 1910 [actually 1921]. Brick, 3 stories, asphalt parapet roof, rectangular plan, 1<sup>st</sup> story fixed display windows, 2<sup>nd</sup> story 1:1 windows, 3<sup>rd</sup> story multi-paned hopper windows, wooden storefronts, belt course, rusticated pilasters, decorative brickwork with stone accents, brick corbelling cornice...”<sup>157</sup>

June 1927. The Sanborn Fire Insurance Company map for this area shows that the Taylor Brothers Building had been constructed at 100, 102, and 104 West Market Street, on the site formerly occupied by the “Smith H. Hale/Archer Building.” Each of the addresses were occupied by an unidentified store (“S”).

6.1.3.1. 100 West Market Street,  
The Smith-Higgins Company, wholesale drug distributor, here 1921 – 1924  
Western Auto Store, by 1941 to at least 1968  
“Mel’s (?) Stamps & Coins... Driving School,” late 1970s  
“Albert’s Music,” by 2012  
Strings,” by 2018 to at least 2023

Note: Unless otherwise specified, the information in sections 6.1.2. and 6.1.3. was derived from Google Maps.

“The Smith-Higgins Company was established in 1921 as a wholesale distributor of drugs, supplying stores throughout the Southern Appalachian region. After initially settling in the 100 block of West Market Street [perhaps occupying the entire first floor], it moved to 204 – 206 West Market Street in 1924. The company sold confections, cigars/tobacco, drugs, chemicals, sundries, and notions. The store remained at this location for nearly fifty years. In 1971, the owners sold Smith-Higgins to the Gump Finance Corporation, which moved the store location to Princeton Road.”<sup>158</sup>

By 1941, a Western Auto store occupied 100 West Market Street.<sup>159</sup>

“Circa September 1968.” The Western Auto store was still at 100 West Market Street, see Figure 104.

By “Circa late 70’s,” the Western Auto store was no longer present at 100 West Market Street, and its place was occupied by a “Mel’s (?) Stamps & Coins... Driving School” enterprise, see Figure 106A.

By April 2012, 100 West Market Street was occupied by “Albert’s Music.”

By September 2018 to at least November 2023, 100 West Market Street was occupied by “Strings,” see Figure 110.

Apparently, for some unspecified period, the Western Union Telegraph Company had an office at 100 West Market Street.<sup>160</sup>

6.1.3.2 102 West Market Street,  
Mullins’ Hardware, early 1950s  
“Calfee and Swann Inc.,” Photography Store, by 1968  
“Albert’s Loan – Licensed Pawnbrokers,” by 2012 to at least 2023

Early 1950s. “Distributing Toy Ads Made for Lively Holiday Season.”

“My cousin, Larry Reaves, and I [Bob Cox] recently reminisced about a small business opportunity we shared as young boys during the Christmas holidays of the early 1950s.

Larry’s father, Ray, worked for Mullins’ Hardware, owned by the late Tollie and Maxie Mullins. The successful business was located in the Taylor Brothers Building on W. Market Street, diagonally opposite the Southern Railway depot. Just after Thanksgiving each year, the store printed thousands of colorful brochures, advertising Christmas gifts that also included toys. Larry and I were hired to deliver these circulars, as we called them, door to door to potential customers all over town.

We canvassed area neighborhoods on most Saturdays between Thanksgiving and Christmas. The experience, while often a bit demanding, afforded us the opportunity to engage in the merriment of the holidays. Ray served as our driver, route planner, supplier, chaperon, motivator and accountant. He kept a record of the number of advertisements we delivered, eventually rewarding us with two cents for each one dispersed.

The weather ran the full gamut from wintry rainy or snowy days to cool sunny ones. We preferred gripping cold and light snow because it further enhanced the Christmas spirit. Before we departed to make our deliveries, our driver loaded the back of a covered pickup truck with an ample supply of circulars and several blankets. He then placed three bag lunches and some thermos bottles of hot chocolate in the front seat with him. Oddly enough, we opted to ride in the back of the truck until we became so numb that we gladly joined our driver up front in the comfort of the truck's heater.

We worked together from opposite sides of the street. After dropping us off at a given stop, Ray drove to the next corner and waited for us. This afforded us the opportunity to enjoy a hot cocoa drink or replenish our circular carrying bags. Our chauffeur kept us within city limits and targeted neighborhoods with the highest concentration of inhabitants. Larry and I specifically recall working the tree streets of Locust, Maple, Pine and Southwest as well as the parallel avenues between Fairview and Eighth. We covered a good deal of territory in those four weeks.

The two of us loved what we were doing – spreading Christmas cheer all over Johnson City and receiving a heavy dose of it back from some nice congenial folks. We could not recall dogs being a problem for us; perhaps the canines were in the holiday mood and giving us a break.

Larry and I occasionally played a game to see who could deliver circulars the fastest on any given block, literally running to and from houses, prompting surprised looks from residents. We did this once on E. Fairview. I became exhausted running up and down steps on the uphill north side, while Larry effortlessly strolled on and off people's porches on the downhill south end.

Our lucrative little business venture went bankrupt at the beginning of the third year when we boldly and confidently attempted to negotiate higher wages in our contract. We learned the reality of supply and demand firsthand. Our employer answered our ultimatum by replacing us with more affordable deliverers, sending our little door-to-door holiday venture into the archives of yesteryear."<sup>161</sup> This enterprise is tentatively placed at this location based on a process of elimination. 100 West Market Street was occupied by the Western Auto Store at this time.

By 1968, "Calfree and Swann Inc." "Everything Photographic," occupied 102 West Market Street, see figures 104A and 105A.

By April 2012 to at least November 2023. "Albert's Loan – Licensed Pawnbrokers" occupied 102 (and apparently 104) West Market Street, see Figure 110.

Apparently, for some unspecified period, the local Masonic Lodge was located at 102 West Market Street.<sup>162</sup>

## 6.2. The “Warehouse Block,” 1920 – Present

See Section 5.2. for information on the previous occupants of this area.

148 and 146 Railroad Street/149 and 147 Commerce Street,

“Armour Packing Co.” planned in February 1920

Unidentified Wholesale Grocery enterprise, June 1927

Tri-State Fruit Company, by June 1927? to at least 1931

Moneyhun Wholesale Company, by 1941

Dosser Transfer, 1976 – 2003

Nancy Fischman, Art Gallery and Bakery, by 2022 to at least 2024

144 Railroad Street/145 Commerce Street,

Lowry Fruit Company, here? by 1919 to at least 1931

B&B Produce Company, here by 1940s? to at least 2003 (a sign remained until 2018)

“Rum Bar @go-burrito,” by 2021 to at least 2024

Second Floor Apartments

142 Railroad Street/143 Commerce Street

Unidentified Wholesale Produce Enterprise, June 1927

B&B Produce Company, 1940 to at least 2003 (a sign remained until at least 2018)

“Rouge” Beauty Salon, by 2021 to at least 2024

Second Floor Apartments

140 Railroad Street/141 Commerce Street

Parsons?, 1921

Swift & Company, no dates found

Unidentified Miscellaneous Storage enterprise, June 1927

Lowry Fruit Company,

here after June 1927? or later to at least 1931?

Security Feed & Seed Company, no dates found

B&B Produce Company, here 1940s? to at least 2003 (a sign remained until at least 2018)

Second Floor Apartments

138 Railroad Street/139 Commerce Street

Armour & Company, here by 1920

Security Feed & Seed Company, here? about 1950 to about 1953

Scott’s Heating and Air-Conditioning, by 2003 – 2012 (at least a sign for “Scott’s” remained)

136 and 134 Railroad Street/137 and 135 Commerce Street,

Unidentified Hardware Warehouse, 1920

Security Feed & Seed Company, around 1950 to about 1953

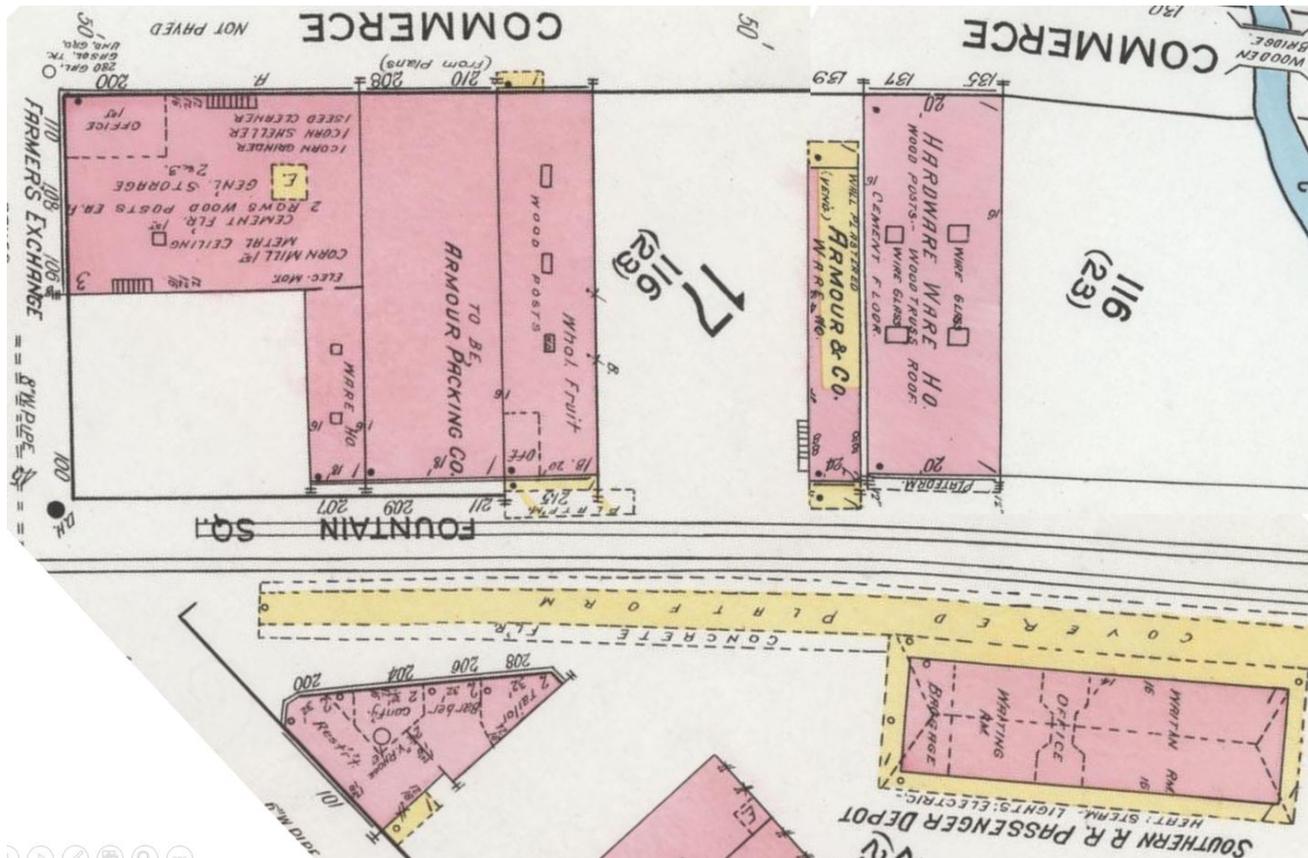
London’s Garden Center, 1962 to at least 1977

(a sign for “London’s Garden Center” remained until at least 2024)

Outer Limits Tumbling, 2003

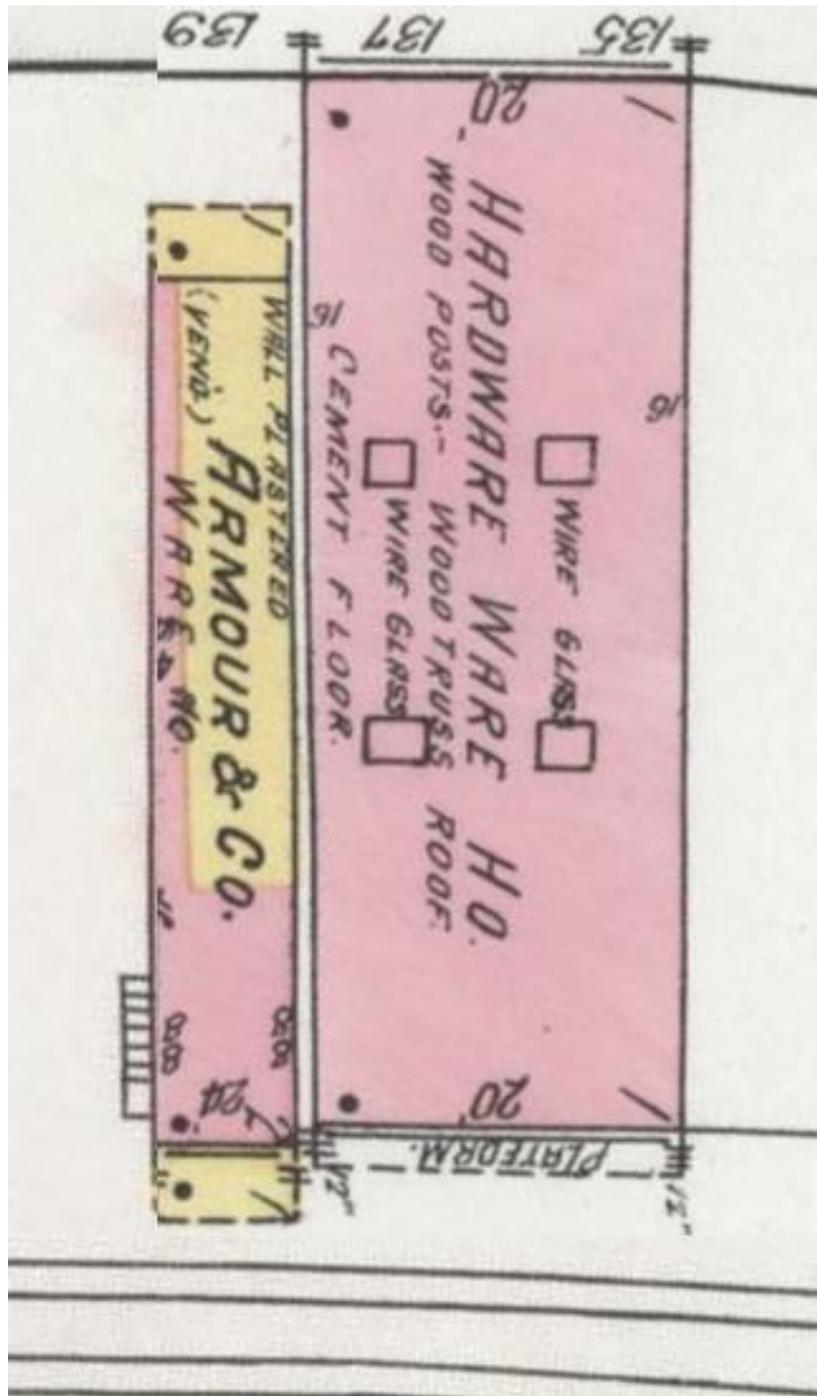
132 Railroad Street/133 Commerce Street,  
Unidentified Beer Storage Facility, by 1927  
Armour & Company, no dates found  
United States Works Progress Administration, 1935? – 1943?  
Clyce Distributing Company, here? 1952  
Southern Apartments, no dates found

130 Railroad Street/131 Commerce Street,  
Unidentified Beer Storage facility, by 1927  
Boggs Distributing Company, here? late 1970s to the early 1980s  
Appalachian Beverage Company, no dates found  
Swift & Company, no dates found

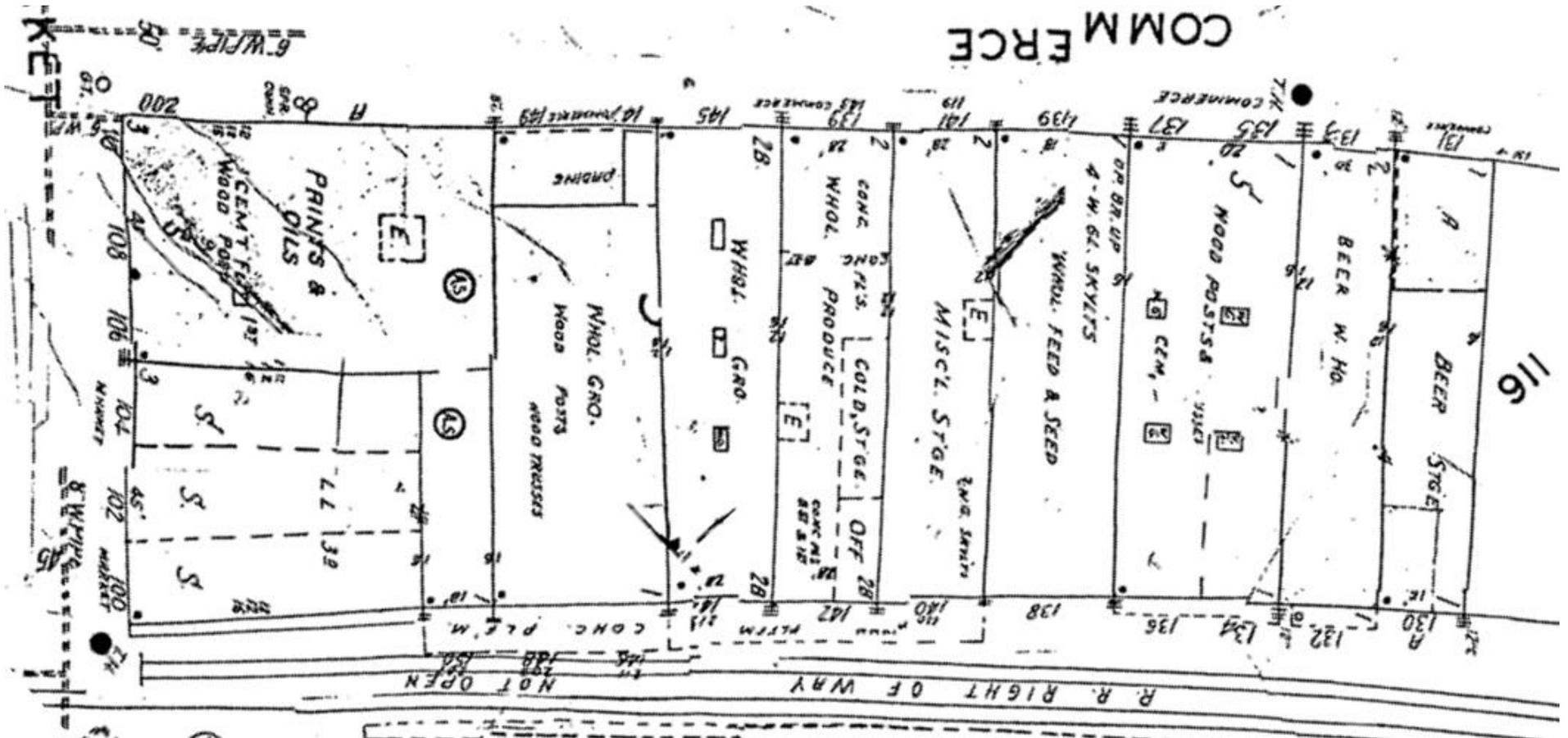


Map 6J. February 1920. Across the top, from left to right, note that the “Smith H. Hale/Archer Building” has been removed from the northwest corner of West Market Street and the Southern Railway mainline, leaving an empty lot with the Farmers Exchange Building (106, 108, and 110 West Market Street) to its west (above). The Taylor Brothers Building will be built on this lot by 1921. Also note that at least three new structures have been built (or are planned) in the “warehouse block” since 1913. From left to right: at 207 Railroad Street: a “new” one-story brick “Ware Ho.,” which is part of the Farmers Exchange Building; at 209 and 211 Railroad Street (also 208 and 210 Commerce Street): a new one-story, brick building “From Plans” “To Be Armour Packing Co.,” at 215 Railroad Street (no address given for Commerce Street; July 1913: 213 Railroad Street (“W.W. Remine and J.W. Franklin Building”)); June 1927: 144 Railroad Street/145 Commerce Street, see maps 5F and 7J): a one-story brick building (with basement) occupied by the Lowery Fruit Company (“Whol. Fruit”), by June 1927 this building was reported as being two-stories (or, perhaps, it had been removed and replaced with a new building with two-stories and a basement); at 139 Commerce Street (no address given for Railroad Street): a two-story, brick veneered “Ware Ho.” occupied “Armour & Co.” (note: it appears that the oldest portion of this building was constructed in 1890 as Storeroom “D” in “Fishback Hall,” see maps 1H, 2H, 3H, 4H and 5K), it appears that this building was removed by June 1927; at 137 and 135 Commerce Street (no address given for Railroad Street): a “new” one-story, brick building has been occupied by an unidentified “Hardware Ware Ho.” Across the bottom, from left to right, note the Joseph P. Summers Building at 101 East Market Street and the “Southern R.R. Passenger Depot.”





Map 6L. February 1920. From left to right: at 139 Commerce Street (no address given for Railroad Street): a two-story, brick veneered “Ware Ho.” occupied “Armour & Co.” Note: it appears that the oldest portion of this building was constructed in 1890 as Storeroom “D” in “Fishback Hall,” see maps 1H, 2H, 3H, 4H, and 5K. Also note that the maps indicate that the wall thickness was decreased from 12 inches in 1913 (and 1908) to 8 inches in 1920 (“12 12” to “8 8”), which seems unlikely. Perhaps the 1920 thickness was misreported; alternatively, this could be a new building. In either case, it appears that this building was removed and replaced by a different building by June 1927. At 137 and 135 Commerce Street (no address given for Railroad Street): the structures previously at this location, storerooms “C” and “B” of “Fishback Hall,” have been removed (see maps 4H and 5K) and replaced by a new one-story, brick building that has been occupied by an unidentified “Hardware Ware Ho.” Note that it appears that this last building still exists.



Map 7H. June 1927. Note that the new Taylor Brothers Building has been constructed at 100, 102 and 104 West Market Street. To the right (north), in the "warehouse block," it appears that five new buildings have been constructed. From left to right in the "warehouse block": 150 Railroad Street: the warehouse attached to the Farmers Exchange Building; 148 and 146 Railroad Street (149 and 147 Commerce Street): a Wholesale Grocery ("Whol. Gro.") enterprise, perhaps the Tri-State Fruit Company; 144 Railroad Street (145 Commerce Street): a Wholesale Grocery ("Whol. Gro.") enterprise, Lowry Fruit Company; 142 Railroad Street (143 Commerce Street): a "new" two-story (with basement) building occupied by an unidentified Wholesale Produce ("Whol. Produce") enterprise; 140 Railroad Street (141 Commerce Street): a "new" two-story building occupied by an unidentified miscellaneous storage ("Misc'l St'g'e") enterprise; 138 Railroad Street (139 Commerce Street): a "new" one-story building occupied by an unidentified Wholesale Feed & Seed ("Whol. Feed & Seed") enterprise (built on the lot previously occupied by old Storeroom "D" of "Fishback Hall"); 136 and 134 Railroad Street (137 and 135 Commerce Street): no occupant information provided; 132 Railroad Street (133 Commerce Street): a "new" two-story building occupied by an unidentified "Beer W. Ho.," and at 130 Railroad Street (131 Commerce Street): a "new" one-story building occupied by an unidentified "Beer St'ge" enterprise. These two beer-related operations are particularly interesting because Johnson City had been "dry" since 1903 and prohibition would not be repealed until 1933. See Table 5 for more information.

Table 5. Some of the Occupants of the Warehouse Block (148 through 140 Railroad Street), 1920 to Present

Commerce Street (1927)*	149 and 147	145	143 139	141
Stories	1	2B	2**	2
1919		Lowry Fruit Company, Here? 1919 to at least 1931		
February 1920	“Armour Packing Co.” “From Plans”	“Whol. Fruit” (Lowry Fruit Company)	Vacant Lot	Vacant Lot
1920	“Armour Packing Co.” here? 1920	Lowry Fruit Company, Here? 1919 to at least 1931		
June 1927	“Whol. Gro.” (Tri-Ste Fruit Company?)	“Whol. Gro.” (Lowry Fruit Company)	“Whol. Produce” (Unidentified)	“Misc’l St’g’e” (Unidentified)
1927	Tri-State Fruit Company, Here by 1927? to at least 1931	Lowry Fruit Company, Here? 1919 to at least 1931		Lowry Fruit Company, here after June 1927? to at least 1931?
1930s				
1940s	Moneyhun Wholesale Company, by 1941	B&B Produce Company, here by 1940s? to at least 2003 (a sign remained until 2018)	B&B Produce Company, here by 1940s? to at least 2003 (a sign remained until 2018)	B&B Produce Company, here by 1940s? to at least 2003 (a sign remained until 2018)
1950s				
1970s	Dosser Transfer, 1976 – 2003			
2000s				
2020s	Nancy Fischman, Art Gallery and Bakery, by 2022 to at least 2024	“Rum Bar @go-burrito,” by 2021 to at least 2024	“Rouge” Beauty Salon, by 2021 to at least 2024	Under renovation or unoccupied? 2021 and 2024
Railroad Street (1927)*	148 and 146 209 and 211	144 215	142	140

Note: The warehouse at 150 Railroad is not included. Also, the author has chosen to only include enterprises for which a period of occupancy at a given address had some documentary support. The enterprises which are not included in this table include, at 140 Railroad Street (141 Commerce Street): Swift & Company and Security Feed & Seed Company.

\* These addresses are taken from the June 1927 Sanborn Fire Insurance Company map for this area, see Map 7J.

\*\* It appears that a building at this address was removed by 1941 and replaced with a new two-story building in 1958 (or later), see figures 1G, 4A, and 6C.

Table 5. Some of the Occupants of the Warehouse Block (138 through 130 Railroad Street), 1920 to Present (Continued)

Commerce Street (1927)*	139	137 and 135	133	131
Stories	1 in 1927 (2 in 1920)**	1	2	1
February 1920	“Armour & Co. Ware Ho.”	“Hardware Ware Ho.” (Unidentified)	Vacant Lot	Vacant Lot
June 1927	“Whol. Feed & Seed” (Unidentified)	No occupant information provided	“Beer W. Ho.” (Unidentified)	“Beer St’g’e” (Unidentified)
1930s			United States Works Progress Administration, 1935? – 1943?	
1940s				
1950s	Security Feed & Seed Company, here? about 1950 to about 1953	Security Feed & Seed Company, here? about 1950 to about 1953	Clyce Distributing Company, here? 1952	
1960s		London’s Garden Center, 1962 to at least 1977 (a sign for “London’s Garden Center” remained until at least 2024)		
1970s				Boggs Distributing Company, here? late 1970s to the early 1980s
2000s	Scott’s Heating and Air- Conditioning, by 2003 – 2012 (at least a sign for “Scott’s” remained)	Outer Limits Tumbling, by 2003		
Railroad Street (1927)*	138	136 and 134	132	130

Note: The author has chosen to only include enterprises for which a period of occupancy at a given address had some documentary support. The enterprises which are not included in this table include, at 132 Railroad Street (133 Commerce Street): Southern Apartment; at 130 Railroad Street (131 Commerce Street): Appalachian Beverage Company and Swift & Company.

\* These addresses are taken from the June 1927 Sanborn Fire Insurance Company map for this area, see Map 7K.

\*\* It appears that the two-story building at this location was removed between February 1920 and June 1927 and replaced with a one-story building.

Table 6. Changes in Addresses in the “Warehouse Block,” 1920 – 2024

Commerce Street (1920)*		208 and 210				139	137 and 135		
Commerce Street (1927)**		149 and 147	145	143 139	141	139	137 and 135	133	131
Commerce Street (2003)		145	139	139	139	137	137 and 135	133	113
Commerce Street (2012)*** April/August		133	123/128	112	119/112	119/117	115 (137 above one door) (135 in one window)	113 (133 above door)	111
Commerce Street (2018)***		133	123	112	112	117	115/117 (137 above one door) (135 in one window)	113 (133 above door)	111
Commerce Street (2021)***		133	123	112	112	117/119	115 (137 above one door) (135 in one window)	113 (133 above door)	111
Commerce Street (2024)***		133	128	123	112	117	115/117 (137 above one door) (135 in one window)	113	
Railroad Street (1920)*	207	209 and 211	215						
Railroad Street (1927)**	150 207	148 and 146 209 and 211	144 215	142	140	138	136 and 134	132	130

\* These addresses are taken from the February 1920 Sanborn Fire Insurance Company map for this area, see Map 6J.

\*\* These addresses are taken from the June 1927 Sanborn Fire Insurance Company map for this area, see Map 7H.

\*\*\* These addresses are taken from Google Maps for this area for the years specified.

6.2.1. The East (Railroad Street) Side of the “Warehouse Block,” Maps and Photographs,  
1920 – Present



Figure 2G. A detail of the “warehouse block,” taken on 19 April 1941. Note the presence of the triangular Joseph P. Summers’ Building on the left. Also note that the Yellow Cab Company building (to the right of the Joseph P. Summers Building) is a one-story building. In 1946, this Yellow Cab Company building was removed and replaced with a new two-story structure, see figures 4A and 6C. Also note the Southern Railway Passenger Depot on the right.<sup>163</sup>



Commerce St. (1927)		149 and 147	145	143	141	139	137 and 135	133	131
Railroad St. Address	150	146 and 148	144	142	140	138	134 and 136	132	130

Figure 2H. Another detail of the “warehouse block” facing Railroad Street, similar to that provided in Figure 2G, above, but with the image adjusted to provide more detail. Note the sign on the building at 146/148 Railroad Street, which appears to read, in part: “Moneyhun Wholesale...” It appears that this building was built for Armour & Company shortly after February 1920 (see Map 6K). Also note that the building at 142 Railroad Street, which was a two-story structure in June 1927, has been changed (perhaps, it has been demolished). For a contemporary view of these buildings, see figures 129 and 132.

From left to right:

The “new” Taylor Brothers Building was constructed by 1921, in place of the “Smith H. Hale/Archer Building” (here by 1871 and removed by February 1920). The Taylor Brothers Building still exists.

150 Railroad Street: By February 1920 (probably 1914), a one-story brick building had been constructed at this location and was used as a warehouse. It was part of the Farmers Exchange Building (106, 108 and 110 West Market Street). The building at 150 Railroad Street still exists.

148 and 146 Railroad Street (149 and 147 Commerce Street): This lot was previously occupied by Henry Brogan's restaurant. The building occupied by Henry Brogan's restaurant was here by 1891 and was removed by February 1920. In February 1920, a structure proposed for this location was depicted as a one-story, brick building "From Plans" "To Be Armour Packing Co." By June 1927, this one-story building was apparently occupied by the Tri-State Fruit Company, a wholesale grocery enterprise. In 1941, this building was apparently occupied by the "Moneyhun Wholesale Company." It appears that this last building still exists.

144 Railroad Street (previously listed as 213 (in 1913) and 215 (in 1920) Railroad Street, 145 Commerce Street): In July 1913, this brick warehouse, built as a one-story building with a basement, was constructed for "W.W. Remine and J.W. Franklin," on the same lot where the "Peoples Ho." building stood (by 1887 to no later than 1912). By June 1927, this building was reported as having a second story added (or, perhaps, this building had been removed and replaced with a new (but rather similar) building with two-stories and a basement). At this time, this building was occupied by the Lowry Fruit Company. This last building still exists.

142 Railroad Street (143 Commerce Street): Previously (1906 to no later than February 1920), this lot was occupied by the warehouse built for Shoun & Company, Wholesale Grocers. A new two-story building (with basement) was constructed at this location by June 1927 and occupied by an unidentified "Whol. Produce" enterprise. Apparently, this building was demolished around 1941 and replaced with a "new" two-story building, which was apparently constructed in about 1958. Interestingly, by the 1940s, this address was occupied by "B&B Produce Co." This last building still exists.

140 Railroad Street (141 Commerce Street): Previously (1904 to no later than February 1920), this lot was occupied by a hardware warehouse (apparently owned successively by Barton – Nuchols, Barton – Mountcastle, Mountcastle – Phlegar, and Mountcastle – Summers). By June 1927 this building had been removed and replaced by a two-story building that was occupied by a miscellaneous storage enterprise. The façades of this "new" building are marked: "Swift & Company." The façade facing railroad Street is also marked "19" "Parsons" "21," with the numbers apparently indicating that this building was erected in 1921. This last building still exists.

138 Railroad Street (139 Commerce Street): By February 1920, a two-story, brick veneered structure, Storeroom "D" of "Fishback Hall" (built in 1890) was occupied by Armour & Company as a warehouse. By June 1927, this structure had been removed and replaced by a one-story building, occupied by an unidentified "Whol. Feed & Seed" enterprise. In the early 1950s, this building was occupied by Security Feed & Seed Company. By April 2012, this address was occupied by "Scotts Htg. & Air Cond..." This last building still exists.

136 and 134 Railroad Street (137 and 135 Commerce Street): By February 1920, a one-story brick structure had been constructed in place of storerooms "B" and "C" of the old "Fishback Hall" (completed in 1891). This new building was occupied by an unidentified hardware warehouse. London's Garden Center occupied this address from 1962 to at least 1977 (a sign for "London's Garden Center" remained until at least 2024). This last building still exists.

132 Railroad Street (133 Commerce Street): by June 1927, a two-story building had been constructed at this location. It was occupied by a beer warehouse. Between about 1935 and 1943, this building was occupied by the United States Works Progress Administration. This building still exists.

130 Railroad Street (131 Commerce Street): by June 1927, a one-story building had been constructed at this location. It was occupied by a beer storage facility. In the late 1970s and early 1980s, this building was occupied by Boggs Distributing Company. This building still exists.

See also tables 5 and 6, as well as Section 6.2.3., for additional information.



Figure 69B. A detail from a photograph taken on 20 March 1923 that appears to include (to the left of the Southern Railway Passenger Depot) the buildings at 142 and 144 Railroad Street. This would indicate that 144 Railroad Street (on the left) was built with a row of at least four or five windows across its second floor. Reportedly, this building received a new brick façade in the 1940s, see figures 1H, 6D, 7C and 107. If this photograph includes 142 Railroad Street (on the right), then it provides the only visual information, found by the author, pertaining to this building which was constructed by June 1927 and which appears to have been removed by 1941. Alternatively, this photograph could include the warehouses at 148/146 and 144 Railroad Street. This would mean that structure on the right was at 144 Railroad Street. This building appears to be a good match to images of this building in subsequent photographs (however, as noted above, this building received a new façade in the 1940s), see Figure 129. This would mean that the structure on the left (with at least four or five windows on the second floor) was the “Armour Packing Co.” building at 148/146 Railroad Street. This building was planned to have only a single story in February 1920 and is depicted as having only a single story in the June 1927 Sanborn Fire Insurance Company map, see maps 6J and 7J. It seems unlikely that a second story was added to and removed from this building in the 6½ years between February 1920 and June 1927. Regrettably, the author found insufficient information to resolve this matter satisfactorily but assesses the first possibility to be the most likely.



Figure 3E. A detail of the “warehouse block” from 1 March 1947. From left to right: The Taylor Brothers Building, 150 Railroad Street (obscured), 146/148 Railroad Street, 144 Railroad Street (two-story), apparently a gap (or perhaps a one-story building) where a two-story building once stood at 142 Railroad Street, 140 Railroad Street (two-story), 138, 136, and 134 Railroad Street (all single story), 132 Railroad Street (two-story), and 130 Railroad Street (single-story). Note the Parks – Belk addition, the Crouch Building and the Crandall Building along the bottom of this image.



Figure 6C. A detail from “Downtown Aerial 1950s.” Note the “warehouse block” across the top of the image. Also note the Southern Railway Passenger Depot near the center of this image, as well as the John Sevier Hotel in the right foreground. This photograph appears to date to 1958 or later.<sup>164</sup>



Commerce St. Address (1927)	149 and 147	145	143	141	139	135 and 137	133	131
Railroad St. Address (1927)	146 and 148	144	142	140	138	134 and 136	132	130

Figure 6D. The “warehouse block” facing Railroad Street, from 1958 or later. For a contemporary view of these buildings, see figures 129 and 132. See also Figure 2H, tables 5 and 6, as well as Section 6.2.3., for additional information.



Figure 7B. A detail of the “warehouse block” from the 1960s. Note the presence of the triangular Joseph P. Summers Building on the left, with the two-story Yellow Cab facility to the east of it. Also note the John Sevier Hotel in the foreground.



Commerce St. (1927)		149 and 147	145	143	141	139	137 and 135	133	131
Railroad St. Address	150	146 and 148	144	142	140	138	134 and 136	132	130

Figure 7C. The “warehouse block” facing Railroad Street, in the 1960s. For a contemporary view of these buildings, see figures 129 and 132. See also Figure 2H, tables 5 and 6, as well as Section 6.2.3., for additional information.



Figure 58 (reproduced here for convenience). “Southern Railway Depot,” apparently just prior to demolition in 1973.<sup>165</sup> This view shows the details of part of the overhang on the “warehouse block” (top left corner), at that time.



Railroad St. Address	150	146 and 148	144	142	140	138
Commerce St. (1927)		147 and 149	145	143	141	139

Figure 129. A Google Maps image from April 2012 of the east side of part of the “warehouse block” (as it faces the former Southern Railways mainline). The two-story building on the right at 140 Railroad Street has signs reading “Swift & Company” and “19” “Parsons” “21.” See also Figure 2H, tables 5 and 6, as well as Section 6.2.3., for additional information.

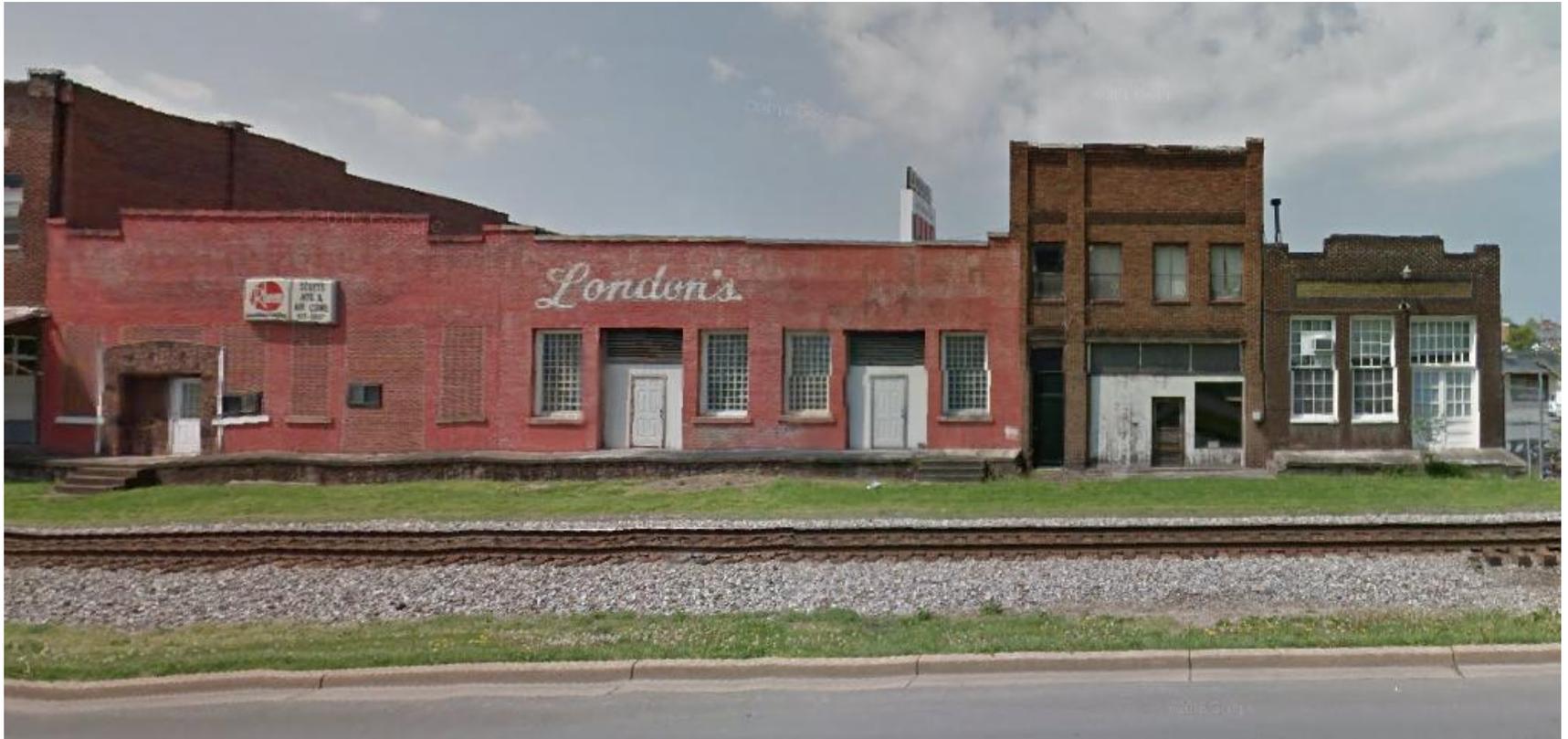


Figure 130. A view, from left to right: 142 Railroad Street (143 Commerce Street, rebuilt around 1958); 140 Railroad Street (141 Commerce Street) “Swift & Company” and “19” “Parsons” “21,” apparently built in 1921; and 138 Railroad Street (139 Commerce Street, partially visible in the lower right corner), apparently built (or rebuilt) between February 1920 and June 1927.<sup>166</sup>



Figure 131. A Google Maps image from September 2012 of 140 Railroad Street (141 Commerce Street). Note “Swift & Company” across the top of the building, with “19” “Parsons” “21” below it.





Railroad St. Address	140	138	136 and 134	132	130
Commerce St.	141	139	137 and 135	133	131

Figure 132. A Google Maps image from April 2012 of the east side of part of the “warehouse block” (as it faces the former Southern Railways mainline). Note that the last two buildings on the right side of this image are visible in Figure 53. The sign on the left reads “Rheem heating/cooling” and “Scotts Htg. & Air Cond. 926-6067.” Near the center: “London’s Garden Center,” a part of the “London’s Hardware” store (Farmers Exchange Building at 106, 108, and 110 West Market Street), was here from 1962 to at least 1977. Note that there is a very faint sign painted over the door between the “London’s” sign and the two-story building at 132 Railroad Street that appears to read “Garden Center.” See figures 132A and 132B below for details of these signs. See also Figure 2D, tables 5 and 6, as well as Section 6.2.3., for additional information.



Figure 132A. The sign on 138 Railroad Street (139 Commerce Street) in 2012. It reads: “Rheem heating/cooling” and “Scotts Htg. & Air Cond. 926-6087.”



Figure 132B. The very faint sign on 136 and 134 Railroad Street (137 and 135 Commerce Street) in 2012. It reads: “Garden Center.”



Figure 133. "At Christmas time, London's Garden Center becomes transformed into a huge Toy Center & Trim-A-Tree Shop, jammed-packed with things to delight the young at heart." "London's Garden Center – Popular headquarters for people who like fine lawns, trees & flowers and all kinds of gardening is London's Garden Center, which was opened in 1962 on Commerce Street just around the corner from the main store."<sup>167</sup>



Figure 134. "View towards back of store, lawnmowers in foreground," "London's Garden Center, circa 1962 – 1969."<sup>168</sup>



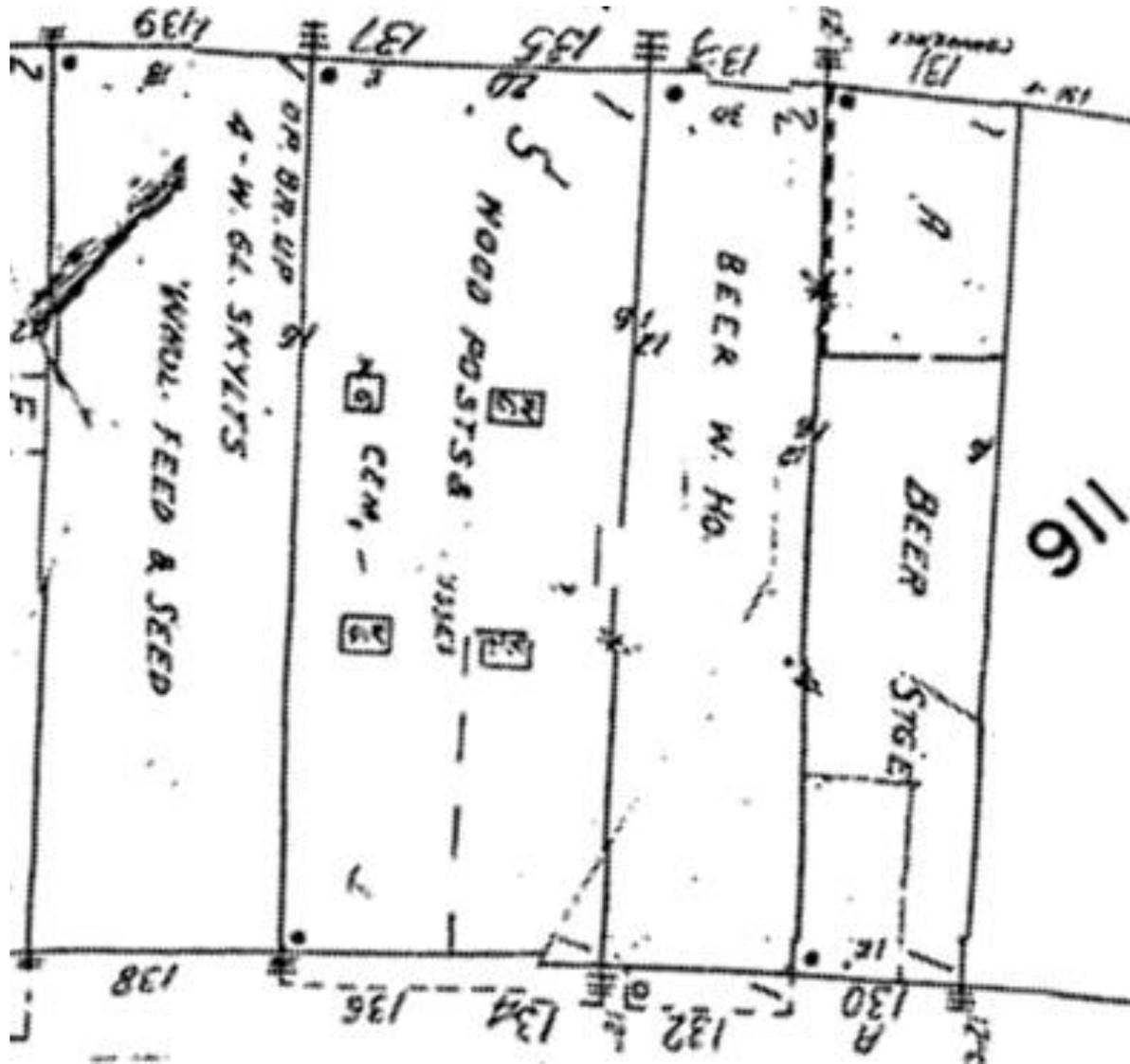
Figure 135. "Trees and bulbs," "London's Garden Center, circa 1962 – 1969."<sup>169</sup>



Figure 136. A view from 2022 looking south along the “warehouse block” from near 130 Railroad Street (on the right) toward the Taylor Brothers Building (on the left).<sup>170</sup>



Figure 137. An undated view of the building at 136 and 134 Railroad Street. Note the sign reading: "London's Garden Center" above the doors. Also note the Norfolk and Southern (formerly Southern Railway) mainline in the left foreground.<sup>171</sup>



Map 7K. June 1927. From left to right in the “warehouse block”: 138 Railroad Street (139 Commerce Street): a “new” one-story building occupied by an unidentified Wholesale Feed & Seed (“Whol. Feed & Seed”) enterprise (built on the lot previously occupied by old Storeroom “D” of “Fishback Hall”); 136 and 134 Railroad Street (137 and 135 Commerce Street): no occupant information provided; 132 Railroad Street (133 Commerce Street): a “new” two-story building occupied by an unidentified “Beer W. Ho.,” and at 130 Railroad Street (131 Commerce Street): a “new” one-story building occupied by an unidentified “Beer St’ge” enterprise. These two beer-related operations are particularly interesting because Johnson City had been “dry” since 1903 and prohibition would not be repealed until 1933. See Table 5 for more information.



Figure 53C. “Southern Railway Depot,” apparently just prior to demolition in 1973.<sup>172</sup> Note buildings in background, from left to right 132 Railroad Street, 130 Railroad Street, and the building that would later be occupied by Century Link. The two buildings on the left (132 and 130) were used for beer storage in 1927.

6.2.2. The West (Commerce Street) Side of the “Warehouse Block,” Maps and Photographs,  
1920 – Present



Figure 4B. “1958 Aerial Photo – Downtown,” looking east. This image provides a view of the west side of the “warehouse block,” which faces Commerce Street, with the Taylor Brothers and Farmers Exchange buildings near the lower right corner. Note that the building at 143 Commerce Street (142 Railroad Street) is still a one-story structure. Also note the presence of the Inter-Mountain Telephone Exchange Building (the three-story structure, near the top left corner, at 101 North Roan Street (apparently built by 1922 in place of the “Hickey – McCorkle & Co. Wholesale Groceries” building)); the building at 100, 102 and 104 South Roan Street (occupied by Melody Lane, French Dry Cleaners, and Kenyon Auto Stores in 1946); the two-story building at 108 South Roan Street, occupied by M.I. Gump’s Wholesale Grocery enterprise (about 1902 – 1911, to the right (across Roan Street and the Southern Railway mainline) of the Inter-Mountain Telephone Exchange Building), this building was subsequently occupied by “The H.T. Hackney Company” (1911 to at least 1919); the Free Service Tire Company gas station at 106 South Roan Street (to the left of the John Sevier Hotel); the Southern Railway Passenger Depot (with its covered passenger platform), the Yellow Cab Terminal Building, and the triangular Joseph P. Summers Building.<sup>173</sup>



Figure 5A. “Downtown Johnson City (Aerial View),” looking east, with the Taylor Brothers and Farmers Exchange buildings in the lower right corner. This image provides a view of the west side of the “warehouse block,” which faces Commerce Street. Note that the building at 143 Commerce Street (142 Railroad Street) is now a two-story structure, indicating that this undated photograph was taken after that in Figure 4B, above. Note the apparent presence of a gas station, to the left of the “warehouse block.” Also note the presence of the Inter-Mountain Telephone Exchange Building (the three-story structure, in the top left corner, at 101 North Roan Street (apparently built by 1922 in place of the “Hickey – McCorkle & Co. Wholesale Groceries” building)); the two-story building at 108 South Roan Street, occupied by M.I. Gump’s Wholesale Grocery enterprise (about 1902 – 1911, to the right (across Roan Street and the Southern Railway mainline) of the Inter-Mountain Telephone Exchange Building), this building was subsequently occupied by “The H.T. Hackney Company” (1911 to at least 1919); the Southern Railway Passenger Depot (with its covered passenger platform, near the center of this image). The Science Hill High School and the John Sevier Hotel are visible in the right background.<sup>174</sup>



Figure 8B. A detail looking east at the west side of the “warehouse block” as it faces Commerce Street, taken by 1966. Note the Taylor Brothers and Farmers Exchange buildings near the lower right corner. Also note the apparent presence of a gas station, to the left of the “warehouse block;” the presence of the “Century Link Building,” in place of the Inter-Mountain Telephone Exchange Building (left side, at 101 North Roan Street); the two-story building at 108 South Roan Street, occupied by M.I. Gump’s Wholesale Grocery enterprise (about 1902 – 1911, to the right (across Roan Street and the Southern Railway mainline) of the “Century Link Building), this building was subsequently occupied by “The H.T. Hackney Company” (1911 to at least 1919); the Free Service Tire Company (?) gas station at 106 South Roan Street (to the left of the John Sevier Hotel); the Southern Railway Passenger Depot (with its covered passenger platform), the Yellow Cab Terminal Building, and the triangular Joseph P. Summers Building. The Science Hill High School is visible in the background.



Railroad Street	132	134 and 136	138	140	142	144	146 and 148
Commerce St. Address	133	135 and 137	139	141	143	145	147 and 149

Figure 8C. Although a very low-resolution image, this detail does provide some information on the color of the buildings in the “warehouse block” at this time. See also Figure 2H, tables 5 and 6, as well as Section 6.2.3., for additional information.





Figure 138. A Google Maps image from January 2024 of the building at 147 and 149 Commerce Street (146 and 148 Railroad Street). At this time, this building was occupied by the “Fischman Gallery.” On the left is the “Rum Bar @ go-burrito” at 145 Commerce Street (144 Railroad Street) and on the right is the Farmers Exchange Building. On 25 August 2025, Rae Augenstein sent an email to the author that included: “There’s a beautiful art space/coffee shop now at 133 N Commerce called The Lazy Lady Baking Shop.” Note: 133 North Commerce Street (“atelier 133” in this photograph) is the current address for the building that had an address of 147 and 149 Commerce Street (146 and 148 Railroad Street) in June 1927.



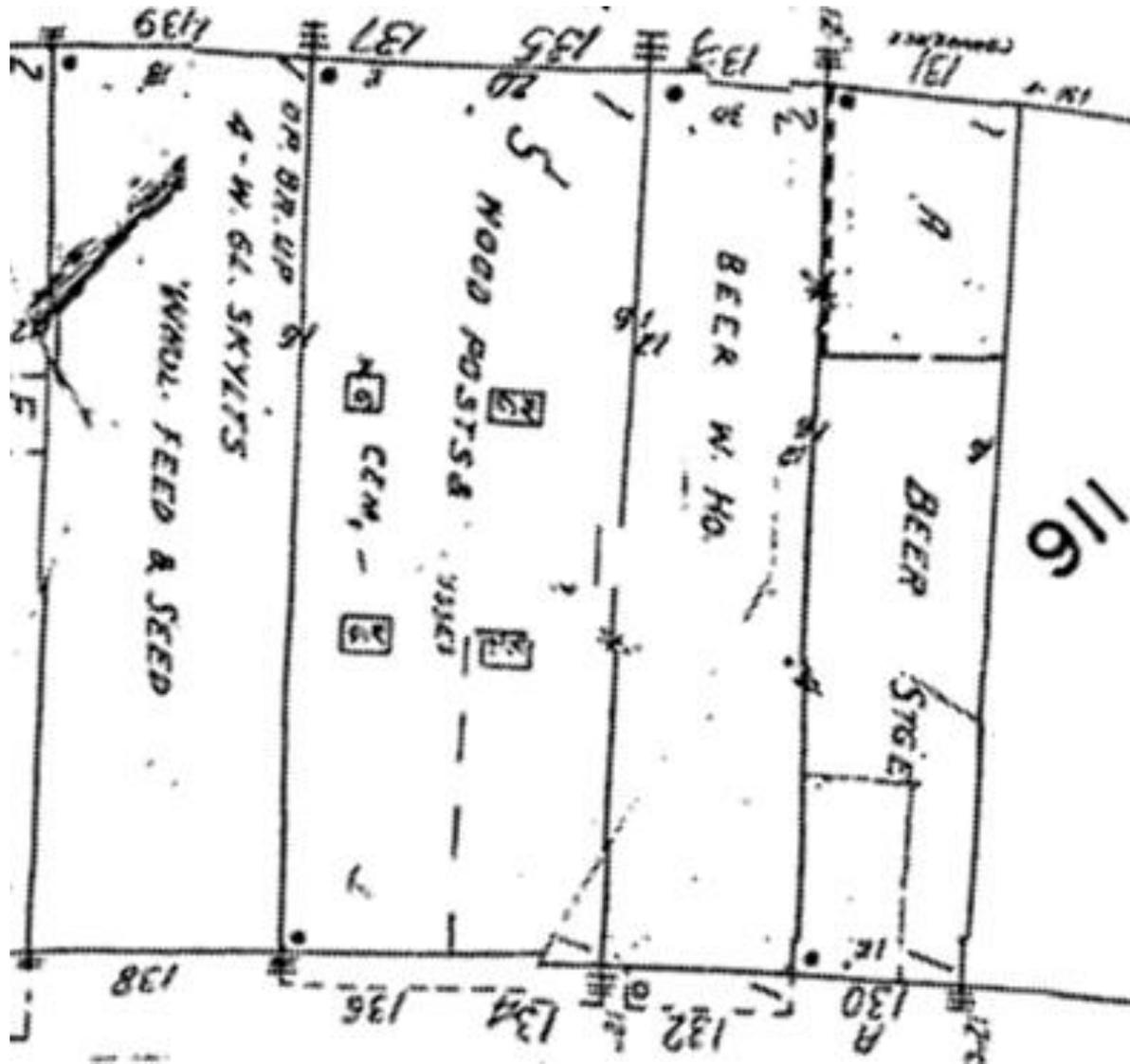
Figure 139. A Google Maps image taken in January 2024, from right to left: the “Rum Bar @ go-burrito” at 145 Commerce Street (144 Railroad Street), and the “Rouge” beauty salon at 143 Commerce Street (142 Railroad Street), along with an unoccupied store on the first floor at 141 Commerce Street (140 Railroad Street). See Table 6 for current addresses to these enterprises. Partially visible on the right side of the image is the “Fischman Gallery” at 147 and 149 Commerce Street (146 and 148 Railroad Street). Note: the sign attached to the second floor of the building at 145 Commerce Street (144 Railroad Street), above the “Rum Bar @ go-burrito” reads “Voodoo.” “Within the past few years [between September 2021 and January 2024, based on Google Maps], [Grant] Summers and his partners [Triple G Ventures] have transformed a larger space once known as the Swift Building [which apparently includes 141, 143 and 145 Commerce Street (140, 142 and 144 Railroad Street), the “Swift” name appears to be derived from the signs painted on both faces of the building at 140 Railroad Street and 141 Commerce Street]. A restaurant [“Rum Bar @go-burrito”] and salon [“Rouge”] are among the commercial businesses on the ground floor, while 12 high-ceilinged apartments with polished concrete floors are on the upper floors.”<sup>175</sup> The doors, apparently to the stairs to the second floor, at 141 and 145 Commerce Street are lettered, in part: “121 N. Commerce St.” “Units... 201 – 212” and “The Swift...”



Figure 140. A Goggle Maps image from August 2012, from left to right, of 141 and 143 Commerce Street (140 and 142 Railroad Street). Note the “Swift & Company” sign along the top of 141 Commerce Street. Also note the brickwork, which indicates that the previous windows had been removed and replaced at some point. Finally, note the “B&B Produce Co.” sign at 143 Commerce Street, see Figure 140A, below, for a close-up view of this sign.



Figure 140A. A Google Maps image from April 2012 at 143 Commerce Street (142 Railroad Street), which appears to read: “B&B Produce Co.” “Wholesale Fruits & Vegetables” “Commerce... Railroad.” In 2003, the National Register of Historic Places noted “B&B Produce Company continues to operate out of... Commerce Street and has been conducting business there since the 1940’s.”



Map 7K (reproduced here for convenience). June 1927. From left to right in the “warehouse block”: 138 Railroad Street (139 Commerce Street): a “new” one-story building occupied by an unidentified Wholesale Feed & Seed (“Whol. Feed & Seed”) enterprise (built on the lot previously occupied by old Storeroom “D” of “Fishback Hall”); 136 and 134 Railroad Street (137 and 135 Commerce Street): no occupant information provided; 132 Railroad Street (133 Commerce Street): a “new” two-story building occupied by an unidentified “Beer W. Ho.,” and at 130 Railroad Street (131 Commerce Street): a “new” one-story building occupied by an unidentified “Beer St’ge” enterprise. These two beer-related operations are particularly interesting because Johnson City had been “dry” since 1903 and prohibition would not be repealed until 1933. See Table 5 for more information.



Figure 141. A Google Maps image from January 2024 of the backside of the buildings at (from left to right) 135, 137 and 139 Commerce Street (134, 136, and 138 Railroad Street).



Figure 142. A Google Maps image of 133 Commerce Street (132 Railroad Street) in January 2024. This building was used as a beer warehouse in 1927.



Figure 143. A Google Maps image from January 2024 of the buildings at 131 and 133 Commerce Street (130 and 132 Railroad Street), looking from Commerce Street toward the location once occupied by the Southern Railway Passenger Depot (now a parking garage, the top of which is visible in the left background). The one-story building in front is the one located at 131 Commerce Street (130 Railroad Street).

### 6.2.3. “Warehouse Block,” Text, 1920 – present

Note: It appears that the addresses assigned to the buildings in the “warehouse block” on Commerce Street have changed over the years. In the interest of clarity and consistency, the author has chosen to use the addresses given on the Sanborn Fire Insurance Company map from June 1927 (augmented with those on the February 1920 map). “[x]” indicates that the address for this property in June 1927 has been substituted for one in a quote from a different timeframe, see maps 6H and 7H, as well as tables 5 and 6 for additional information. Complete quotes of the text extracted from the National Register of Historic Places, including addresses in 2003, are provided in the endnotes or Appendix C.

#### 6.2.3.1. Overview

“The warehouses served as the union between agriculture, the railroad, and commerce in Johnson City and Washington County. The advent of the railroads in Johnson City brought shipments of modern agricultural technology to the area. Farmers, with the use of horse-drawn farm equipment introduced by the railroads, were now able to tend larger acreage, which produced a surplus of agricultural products that the county could export. In 1910, land values more than doubled and farmers began using the surplus field grains in the county to support more cattle and poultry farms. The exportation of grain, fruit, cattle, and poultry could not have taken place without access to Johnson City’s railroads. The warehouses with their railroad platforms, located between Commerce Street and the Southern Railroad, were the meeting grounds for farmers, the sale of their products, and the transportation of their goods.

A review of the occupation of the warehouses suggests the strong connection to agricultural commerce. Most warehouses began primarily as storage for grocers and producers, such as Lowry Fruit Company..., Tri-State Fruit Company..., and Moneyhun Wholesale Company... Apples, blackberries, peaches, strawberries, cherries, and huckleberries were grown on agricultural lands in upper East Tennessee and shipped from the warehouses in Johnson City. Among meats, upper East Tennessee was renowned for its poultry industry, including turkey, chickens, and ducks. On the Monday before Thanksgiving in 1908, five different poultry shipping houses loaded a train with twenty-one carloads of turkey. Tennessee was known as the second leading state in poultry shipping (Texas was first). A publication of the 1915 Johnson City Chamber of Commerce boasted that, ‘more than ten million dollars’ worth of poultry and eggs are shipped from East Tennessee annually, the larger part being shipped from this and nearby towns. Swift & Company... and Armour & Company... were both prominent meat wholesalers in Johnson City’s warehouse district. Likewise, the railroads imported goods necessary to the agricultural industry in Johnson City. Lee Carter of Boones Creek shipped horses by rail from Nebraska, bringing in as many as 840 horses each year. The horses were then resold to local farmers for farm production. Horses were extremely important to increasing crop yields and used on most farms until the 1950’s.

The warehouses had other uses as well. During the 1930’s, the United States Works Progress Administration (WPA), a New Deal program of President Franklin Roosevelt, owned one of the warehouses... The WPA initiated a number of different projects in and around Johnson City that required ready access to the railroad. They built the outdoor amphitheater at the East Tennessee Teachers College campus (present-day East Tennessee State University), Roosevelt Stadium (present-day Memorial Stadium), and the Tri-Cities regional airport. All these facilities are still in use today. By the 1960’s, a shift in the use of the warehouses occurred. Clyce Distributing Company... and Boggs Distributing Company... overtook two of the warehouses as beer

distributorships. Beer distributors thus held just as many warehouses as any other industry. Despite the versatile use of the warehouses, a portion of them has always remained tied to the agricultural industry. For instance, B&B Produce Company continues to operate out of [their facilities on]... Commerce Street and has been conducting business there since the 1940's...

Despite the challenges faced by downtown districts in the 1960's with the decline of railroads, the warehouse district fared quite well. It has remained in continuous occupation since it was built, originally as the union of agriculture, commerce, and transportation..."<sup>176</sup> See Appendix C for this text with the original addresses.

#### 6.2.3.2. 150 Railroad Street

February 1920. The Sanborn Fire Insurance Company map for this area shows a one-story brick building had been constructed at this location and was used as a warehouse. This warehouse was part of the Farmers Exchange Building.

June 1927. The Sanborn Fire Insurance Company map for this area shows a one-story brick building had been constructed at this location and was used as a warehouse. This warehouse was part of the Farmers Exchange Building. This building still exists.

#### 6.2.3.3. 148 and 146 Railroad Street/149 and 147 Commerce Street

"Armour Packing Co." planned in February 1920  
Unidentified Wholesale Grocery enterprise, June 1927  
Tri-State Fruit Company, by June 1927? to at least 1931  
Moneyhun Wholesale Company, by 1941  
Dosser Transfer, 1976 – 2003

Nancy Fischman, Art Gallery and Bakery, by 2022 to at least 2024

February 1920. The Sanborn Fire Insurance Company map for this area shows "To Be Armour Packing Co." "From Plans" one-story (but 18 foot tall) brick building. "Swift & Company... and Armour & Company... were both prominent meat wholesalers in Johnson City's warehouse district."<sup>177</sup>

"[149 and 147] Commerce Street [148 and 146 Railroad Street]... historically Moneyhun Wholesale Company [see Figure 2H] and Tri-State Fruit Company, currently [2003] Dosser Transfer. One-part commercial warehouse. 1920. Brick, 1 story, asphalt flat roof, rectangular plan. Railroad side: windows and doors boarded, transom windows, brick pilasters, decorative brick paneling, railroad platform. Commerce Street side: 1:1 windows (some covered with boards), garage, brick pilasters, decorative brick paneling..."<sup>178</sup> See Figure 129.

June 1927. The Sanborn Fire Insurance Company map for 148 and 146 Railroad Street (149 and 147 Commerce Street) indicates that this area was occupied by a wholesale grocery ("Whol. Gro.") enterprise, perhaps the Tri-State Fruit Company.

July 1928. Ice and Refrigeration Blue Book and Buyers' Guide, A Directory of the Ice Making, Cold Storage, Refrigerating and Auxiliary Trades...

Table 7. Some Refrigeration Equipment in Johnson City, Tennessee.<sup>179</sup>

Name	Manager	Business	No. Machines; capacity Each in Tons, & Make of Machine	System	Drive	Refrig. System	Cu. Ft. Cold Storage
Tri-State Fruit Co.		Fruit Stge.	1 – 4 York	Cp.			

Note: Cp. – Compression, E – Electric, D – Direct Expansion.

6 July 1929 – 19 February 1931. Interstate Commerce Commission Reports.

“No. 223891 – Tri-State Traffic Company v. Pennsylvania Railroad Company Et Al. - Submitted November 24, 1930. Decided February 19, 1931...

In No. 22401 (Sub-No. 2), filed on July 6, 1929, it is alleged that the rates on potatoes, in carloads, from 33 points of origin in North Carolina, South Carolina, and Virginia, to 14 destinations in Alabama, Georgia, Kentucky, North Carolina, South Carolina, and Tennessee were and are unjust and unreasonable, unjustly discriminatory, unduly prejudicial to complainants, and unduly preferential of their competitors at producing points in Texas, in violation of sections 1, 2, and 3 of the act. The prayer is for reparation and reasonable rates for the future. Rates will be stated in cents per 100 pounds...

We further find that complainants, Green & Milan Company, J.L. Jenkins Company, Lowry Fruit Company, C. W. Henderson Company, Fidelity Fruit & Produce Company, Kaiser Brothers, McGinley Produce Company, H.T. Hackney Fruit Company, Latiff Fruit Company, Hackney, Kearns & Lackey Company, and J.S. Sample Company received shipments as stated in the complaints and paid and bore the charges thereon; that they have been damaged thereby in the amount of the differences between the charges paid and those which would have accrued on the basis herein found reasonable; and that they are entitled to reparation with interest...

Complainants in No. 22401 (Sub-No. 2)...

Tri-State Fruit Company, Johnson City, Tenn...”<sup>180</sup>

1976 – 2000. Obituary of Albert Thomas Dosser.

“Albert Thomas Dosser III, 87, Johnson City, passed away on August 30, 2014. Tom Dosser was the son of the late Albert T. Dosser, Jr. and Sara Tweltridge Dosser, and was born on November 29, 1926, in Johnson City, TN. He graduated from Science Hill High School in 1945 as one of those drafted in the middle of his senior year to serve in the Army. After his discharge he attended ETSU two quarters before transferring to the University of Cincinnati where he received a degree in Mechanical Engineering in 1953. While serving as president of the Wesley Foundation on Campus, he met Emma Jane Buell and, upon their graduations, they were married. Mr. Dosser worked with IBM for four years then joined his father in business at Ferguson Transfer [on Spring

Street]. After 13 years he joined General Shale for two years before he established his own business, Tom Dosser Transfer, Inc. in 1976. Although he ‘parked his truck’? in 2000, he continued to assist folks with storage.”<sup>181</sup>

6 October 2022. “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space.”

“Johnson City, Tenn. (WJHL)... Nancy Fischman bought another section of the [“warehouse block”] row [148 and 146 Railroad Street/149 and 147 Commerce Street] and opened an art gallery and bakery earlier this year.”<sup>182</sup> For the complete article, see Appendix D. See Figure 136 for the photograph that accompanies this article.

#### 6.2.3.4. 144 Railroad Street/145 Commerce Street

Lowry Fruit Company, here? by 1919 to at least 1931

B&B Produce Company, here by 1940s? to at least 2003 (a sign remained until 2018)

“Rum Bar @go-burrito,” by 2021 to at least 2024

“[145] Commerce Street [144 Railroad Street]... historically Lowry Fruit Company [by 1919], currently [2003] B&B Produce Company [a sign for this enterprise was present in Google Maps photographs taken in 2012 and 2018 of 143 Commerce Street (see Figure 140)]. During that time, B&B Produce Company appeared to occupy 144, 142 and 140 Railroad Street (145, 143 and 141 Commerce Street). Two-part commercial warehouse. 1920 – 1930 [this building may have been built as early as 1912 and remodeled between February 1920 and June 1927]. Brick, 2 stories, asphalt parapet roof, rectangular plan. Railroad side: windows filled with brick, loading dock door, brick corbelling to cornice, railroad platform. Commerce Street side: 2<sup>nd</sup> story multi-paned hopper windows, garage entrance, 1940’s brick façade...”<sup>183</sup> Prior to 1941, it appears that this building had four or five windows across its second floor where it faced Railroad Street, see figures 70B, 1H, 6D, 7C, and 129.

Lowry Fruit Company, here by 1919? To at least 1931

1919. Thomas’ Wholesale Grocery and Kindred Trades Register.

“Wholesale Produce Dealers – A Selected List of Important Dealers of the United States... Johnson City, Lowry Fruit Co. (Fr. Veg.)...”<sup>184</sup>

February 1920. The Sanborn Fire Insurance Company map for 144 Railroad Street (145 Commerce Street) indicates that this area was occupied by a wholesale fruit “Whol. Fruit” enterprise, Lowry Fruit Company, in a one-story with basement, (20 foot tall), brick building. This appears to be the building that was constructed for “W.W. Remine and J.W. Franklin” in 1912, on the lot previously occupied by “Peoples Ho.”

February 1922. Ice and Refrigeration.

“Johnson City. – The Lowry Fruit Co. has installed a 12-ton York refrigerating machine complete.”<sup>185</sup>

June 1927. The Sanborn Fire Insurance Company map for 144 Railroad Street (145 Commerce Street) indicates that this area was occupied by a wholesale grocery (“Whol. Gro.”) enterprise, perhaps the Tri-State Fruit Company. However, this map indicates that this building was now a two-story structure, with a basement (28 foot tall), perhaps it was an addition, or the building had been removed and replaced.

July 1928. Ice and Refrigeration Blue Book and Buyers’ Guide, A Directory of the Ice Making, Cold Storage, Refrigerating and Auxiliary Trades...

Table 8. Some Refrigeration Equipment in Johnson City, Tennessee.<sup>186</sup>

Name	Manager	Business	No. Machines; capacity Each in Tons, & Make of Machine	System	Drive	Refrig. System	Cu. Ft. Cold Storage
Lowry Fruit Co.		Fruit Stge.	1 – 12 York	Cp.			

Note: Cp. – Compression, E – Electric, D – Direct Expansion.

Note: See Map 7J, perhaps the Lowry Fruit Company also occupied 143 Commerce Street (142 Railroad Street) at this time.

6 July 1929 – 19 February 1931. Interstate Commerce Commission Reports.

“No. 223891 – Tri-State Traffic Company v. Pennsylvania Railroad Company Et Al. - Submitted November 24, 1930. Decided February 19, 1931...”

In No. 22401 (Sub-No. 2), filed on July 6, 1929, it is alleged that the rates on potatoes, in carloads, from 33 points of origin in North Carolina, South Carolina, and Virginia, to 14 destinations in Alabama, Georgia, Kentucky, North Carolina, South Carolina, and Tennessee were and are unjust and unreasonable, unjustly discriminatory, unduly prejudicial to complainants, and unduly preferential of their competitors at producing points in Texas, in violation of sections 1, 2, and 3 of the act. The prayer is for reparation and reasonable rates for the future. Rates will be stated in cents per 100 pounds...

We further find that complainants, Green & Milan Company, J.L. Jenkins Company, Lowry Fruit Company, C. W. Henderson Company, Fidelity Fruit & Produce Company, Kaiser Brothers, McGinley Produce Company, H.T. Hackney Fruit Company, Latiff Fruit Company, Hackney, Kearns & Lackey Company, and J.S. Sample Company received shipments as stated in the complaints and paid and bore the charges thereon; that they have been damaged thereby in the amount of the differences between the charges paid and those which would have accrued on the basis herein found reasonable; and that they are entitled to reparation with interest...

Complainants in No. 22401 (Sub-No. 2)...

Lowry Fruit Company, Johnson City, Tenn...”<sup>187</sup>

## Second Floor Apartments at 144 Railroad Street (145 Commerce Street)

6 October 2022. “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space.”

“Johnson City, Tenn. (WJHL)... Within the past few years [between September 2021 and January 2024, based on Google Maps, see Figure 139], [Grant] Summers and his partners [Triple G Ventures] have transformed a larger space once known as the Swift Building [which apparently includes 144, 142 and 140 Railroad Street (145, 143 and 141 Commerce Street), the “Swift” name appears to be derived from the signs painted on both faces of the building at 140 Railroad Street and 141 Commerce Street]. A restaurant [“Rum Bar @go-burrito” at 144 Railroad Street (145 Commerce Street)] and salon [“Rouge” at 142 Railroad Street (143 Commerce Street)] are among the commercial businesses on the ground floor, while 12 high-ceilinged apartments with polished concrete floors are on the upper floors.”<sup>188</sup> The doors, apparently to the stairs to the second floor, at 123 and 112 Commerce Street (the address given by Google Maps in 2021 and 2024) are lettered, in part: “121 N. Commerce St.” “Units... 201 – 212” and “The Swift...” For the complete article, see Appendix D.

### 6.2.3.5. 142 Railroad Street/143 Commerce Street

Vacant lot, February 1920

Unidentified Wholesale Produce Enterprise, June 1927

B&B Produce Company, 1940 to at least 2003 (a sign remained until at least 2018)

“Rouge” Beauty Salon, by 2021 to at least 2024

February 1920. The Sanborn Fire Insurance Company map indicates that 142 Railroad Street (143 Commerce Street) was a vacant lot in February 1920. Previously, since 1906, this lot was occupied by the warehouse (Storeroom “E”) built for Shoun & Company, Wholesale Grocers, see maps 4D, 5F and 6H.

June 1927. The Sanborn Fire Insurance Company map for 142 Railroad Street (143 Commerce Street) indicates that this area was occupied by an unidentified wholesale produce (“Whol. Produce”) enterprise. This map indicates that this building was a two-story structure, with a basement, (28 foot tall).

“[143] Commerce Street [142 Railroad Street]... currently [2003] B&B Produce Company [a sign for this enterprise was present in Google Maps photographs taken in 2012 and 2018 of 143 Commerce Street (142 Railroad Street, see Figure 139). During that time, B&B Produce Company appeared to occupy 144, 142 and 140 Railroad Street (145, 143 and 141 Commerce Street)]. Two-part commercial warehouse. 1945 [it actually appears that the new building at this location was built in about 1958, see figures 1H, 4B, 5A, 6D, 7C, and 129]. Brick, 2 stories, asphalt flat roof, rectangular plan. Railroad side: hopper windows, metal awning, railroad platform. Commerce Street side: hopper windows, garage entrance...”<sup>189</sup>

## Second Floor Apartments at 142 Railroad Street (143 Commerce Street)

6 October 2022. “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space.”

“Johnson City, Tenn. (WJHL)... Within the past few years [between September 2021 and January 2024, based on Google Maps, see Figure 139], [Grant] Summers and his partners [Triple G Ventures] have transformed a larger space once known as the Swift Building [which apparently includes 144, 142 and 140 Railroad Street (145, 143 and 141 Commerce Street), the “Swift” name appears to be derived from the signs painted on both faces of the building at 140 Railroad Street and 141 Commerce Street]. A restaurant [“Rum Bar @go-burrito” at 144 Railroad Street (145 Commerce Street)] and salon [“Rouge” at 142 Railroad Street (143 Commerce Street)] are among the commercial businesses on the ground floor, while 12 high-ceilinged apartments with polished concrete floors are on the upper floors.”<sup>190</sup> The doors, apparently to the stairs to the second floor, at 123 and 112 Commerce Street (the address given by Google Maps in 2021 and 2024) are lettered, in part: “121 N. Commerce St.” “Units... 201 – 212” and “The Swift...” For the complete article, see Appendix D.

### 6.2.3.6. 140 Railroad Street/141 Commerce Street

Vacant lot, February 1920

Parsons? (see figures 130 and 131), 1921

Swift & Company (see figures 130, 131 and 139), no dates found

Unidentified Miscellaneous Storage enterprise, June 1927

Lowry Fruit Company, here after June 1927? or later to at least 1931?

Security Feed & Seed Company, no dates found

B&B Produce Company, here 1940s? to at least 2003 (a sign remained until at least 2018)

Apparently under renovation or unoccupied, 2021 and 2024

Note: Sequence of Occupancy Uncertain

February 1920. The Sanborn Fire Insurance Company map for this area shows that 140 Railroad Street (141 Commerce Street) was a vacant lot at this time. Previously, a one-story, iron-clad, wood-framed, building, constructed in 1906, at this location was occupied as the warehouse for Barton – Nuchols Hardware Company, 1904 – 1906. Subsequent occupants were: Barton – Mountcastle Hardware Company, 1906 – 1910; Mountcastle-Phlegar Hardware Company Warehouse, here? 1910 – 1914; and Mountcastle-Summers Hardware Company Warehouse, here? 1914 until at least 1917. This building was removed by 1920 (see maps 5K and 6H).

“[141] Commerce Street [140 Railroad Street]... historically Security Feed & Seed Company and Lowry Fruit Company, currently [2003] B&B Produce Company [a sign for this enterprise was present in Google Maps photographs taken in 2012 and 2018 of 143 Commerce Street (see Figure 140 and 140A). During that time, B&B Produce Company appeared to occupy 144, 142 and 140 Railroad Street]. Two-part commercial warehouse. 1920 – 1930 [the eastern façade includes “19” “Parsons” “21,” which perhaps indicates that this structure was built in 1921 for “Parsons” or that the first occupant was “Parsons,” see figures 130 and 131]. Brick, 2 stories, asphalt parapet roof, rectangular plan. Railroad side: hopper windows, decorative brick paneling, metal awning, possible chimney, railroad platform. Commerce Street side: hopper windows, garage entrance, new brick on 1<sup>st</sup> story...” “Swift & Company... and Armour & Company... were both prominent meat

wholesalers in Johnson City’s warehouse district.”<sup>191</sup> Regrettably, the author did not find any information on “Parsons,” “Swift & Company.” See figures 130, 131 and 139.

June 1927. The Sanborn Fire Insurance Company map for this area shows that the hardware warehouse at 140 Railroad Street (141 Commerce Street) had been removed and a two-story building (28 foot tall) had been constructed in its place and it was occupied by an unidentified miscellaneous storage (“Misc’l St’ge”) facility at this time.

For information on “Lowry Fruit Company” and “Security Feed & Seed Company” see sections 6.2.3.4. and 6.2.3.8., respectively.

#### Second Floor Apartments at 140 Railroad Street (141 Commerce Street)

6 October 2022. “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space.”

“Johnson City, Tenn. (WJHL)... Within the past few years [between September 2021 and January 2024, based on Google Maps, see Figure 139], [Grant] Summers and his partners [Triple G Ventures] have transformed a larger space once known as the Swift Building [which apparently includes 144, 142 and 140 Railroad Street (145, 143 and 141 Commerce Street), the “Swift” name appears to be derived from the signs painted on both faces of the building at 140 Railroad Street and 141 Commerce Street]. A restaurant [“Rum Bar @go-burrito” at 144 Railroad Street (145 Commerce Street)] and salon [“Rouge” at 142 Railroad Street (143 Commerce Street)] are among the commercial businesses on the ground floor, while 12 high-ceilinged apartments with polished concrete floors are on the upper floors.”<sup>192</sup> The doors, apparently to the stairs to the second floor, at 123 and 112 Commerce Street (the address given by Google Maps in 2021 and 2024) are lettered, in part: “121 N. Commerce St.” “Units... 201 – 212” and “The Swift...” Apparently the first floor of 140 Railroad Street (141 Commerce Street) was under renovation or unoccupied in 2021 and 2024 (for example see Figure 139). For the complete article, see Appendix D.

#### 6.2.3.7. 138 Railroad Street/139 Commerce Street

Armour & Company, here by 1920

Security Feed & Seed Company, here? about 1950 to about 1953

Scott’s Heating and Air-Conditioning, by 2003 – 2012 (at least a sign for “Scott’s” remained)

February 1920. The Sanborn Fire Insurance Company map for this area shows that 138 Railroad Street (139 Commerce Street) was occupied by a two-story, brick veneered structure previously known as Storeroom “D” of the “Fishback Hall,” built in 1890, see maps 1H, 2H, 3H, 4H, and 5K). This building was occupied by an “Armour & Co.” warehouse (“Ware Ho.”) at this time. “Swift & Company... and Armour & Company... were both prominent meat wholesalers in Johnson City’s warehouse district.”<sup>193</sup> Regrettably, the author has not located any further information on this enterprise at this location.

June 1927. The Sanborn Fire Insurance Company map for this area shows that a new building had been constructed at 138 Railroad Street (139 Commerce Street) that was one-story building (18 foot tall) and occupied by an unidentified wholesale feed and seed (“Whol. Feed & Seed”) enterprise.

“[139] Commerce Street [138 Railroad Street]... historically Security Feed & Seed Company, currently [2003] Scott’s Heating and Air-Conditioning [see Figure 132]. One-part commercial warehouse. 1920 [the Sanborn Fire Insurance Company maps indicate that this new building was constructed between February 1920 and June 1927]. Brick painted red, 1 story, asphalt flat roof, rectangular plan. Railroad side: windows covered with boards, modern doors, railroad platform. Commerce Street side: fixed display modern windows, garage entrance, modern door, metal covering painted yellow...”<sup>194</sup> See figures 132 and 136.

6.2.3.8. 136 and 134 Railroad Street/137 and 135 Commerce Street  
Unidentified Hardware Warehouse, 1920  
Security Feed & Seed Company, around 1950 to about 1953  
London’s Garden Center, 1962 to at least 1977  
(a sign reading “London’s Garden Center” remained until at least 2024)  
Outer Limits Tumbling, 2003

February 1920. The Sanborn Fire Insurance Company map for 136 and 134 Railroad Street (137 and 135 Commerce Street) indicates that storerooms “B” and “C” of the old “Fishback Hall” had been removed at some point after 1913 and replaced by a new, one-story building (20 foot tall), occupied by an unidentified “Hardware Ware Ho.”

“[137 and] 135 Commerce Street [136 and 134 Railroad Street]... historically Security Feed & Seed Company, currently [2003] Outer Limits Tumbling. One-part commercial warehouse. 1920. Brick painted red, 1 story, asphalt parapet roof, rectangular plan. Railroad side: storefront and windows filled with brick, railroad platform. Commerce Street side: fixed modern windows, garage entrance and storefront entrance, vinyl siding...”<sup>195</sup> See figures 132, 136 and 137.

June 1927. The Sanborn Fire Insurance Company map for 136 and 134 Railroad Street (135 and 137 Commerce Street) at this time does not provide any information on the occupants of this building.

Around 1950 to about 1953. “Bob Cox’s Yesteryear.”

“Around 1950, Security Feed and Seed Co. moved to 135 – 137 Commerce [136 and 134 Railroad Street]. Three years later, the store moved again, this time to 929 W. Watauga (at the bottom of the hill adjacent to the railroad tracks near W. Walnut). The manager was Glen E. Mize...”<sup>196</sup>

FARMER BROWN TELLS  
FARMER JONES:

It Pays to Trade at  
**SECURITY!**



The Complete Store for the Farmer!

**Security Feed & Seed Company**

Phone 5254—Johnson City

*"The Farmers Store"*

Phone 47—Jonesboro

**SECURITY FEED & SEED COMPANY**

Division of Security Mills

WHOLESALE AND RETAIL

Seeds — SECURITY FEEDS — Fertilizers

PHONE 5254

O. J. JACKSON, Manager

135-137 COMMERCE STREET • JOHNSON CITY, TENNESSEE

Figure 144. "Bob Cox's Yesteryear."<sup>197</sup>

6.2.3.9. 132 Railroad Street/133 Commerce Street

Vacant lot, 1920

Unidentified Beer Storage Facility, by 1927

Armour & Company, no dates found

United States Works Progress Administration, 1935? – 1943?

Clyce Distributing Company, here? 1952

Southern Apartments, no dates found

Note: Sequence of Occupancy Uncertain

February 1920. The Sanborn Fire Insurance Company map for 132 Railroad Street (133 Commerce Street) indicates that the unidentified enterprise that had a yard and office at this location around 1908 to 1913, had been removed, with the lot vacant in February 1920 (see maps 4D, 5F and 6H).

“133 Commerce Street [132 Railroad Street]... historically Clyce Distributing Company, Southern Apartments, Armour & Company and United States Works Progress Administration. Two-part commercial warehouse. 1920 [the Sanborn Fire Insurance Company maps indicate that this building was constructed between February 1920 and June 1927]. Brick, 2 stories, asphalt flat roof, rectangular plan. Railroad side: 1<sup>st</sup> story windows covered, transom windows, 2<sup>nd</sup> story 1:1 windows, brick pilasters, brick storefront corbelling, brick corbelling to cornice. Commerce Street side: covered transom windows, 2<sup>nd</sup> story 1:1 windows, garage entrance, brick pilasters, brick storefront corbelling, brick corbelling to cornice...” “Swift & Company... and Armour & Company... were both prominent meat wholesalers in Johnson City’s warehouse district.”<sup>198</sup> Note: The Works Progress Administration appears to have been present in Johnson City from 1935 to 1943, however, the author did not find any specific information on when it occupied 133 Commerce Street. The author did not locate any further information on “Armour & Company,” as well as “Southern Apartments” operating at this location. See figures 53C, 132, 136, 142, and 143.

June 1927. The Sanborn Fire Insurance Company map for 132 Railroad Street (133 Commerce Street) indicates that a two-story building had been constructed at this location and was occupied by an unidentified beer warehouse (“Beer W. Ho.”). This beer warehouse is particularly interesting because Johnson City had been “dry” since 1903 and prohibition would not be repealed until 1933. This building still exists.

1952. “Johnson City – Fred M. ‘Speedy’ Clyce, 95, 1207 Bristol Hwy., Colonial Hill Retirement Center, died Thursday (Dec. 27, 2001) at the Johnson City Medical Center Hospital... In 1952, Mr. Clyce bought a tiny beer distributorship in Kingsport and changed its name to Clyce Distributing Co... The company moved to Johnson City in 1952.” “The company was historically located at 133 Commerce Street in Johnson City. A later address was recorded at 206 Late Cox Drive [by 1995].”<sup>199</sup>

6 October 2022. “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space.”

“Johnson City, Tenn. (WJHL) — They’ve come to the end of the line at a former row of warehouses in downtown Johnson City, and a 7,000-square foot building is converting to four apartments and a main floor commercial space.

The project by Triple G Ventures could be done around the beginning of 2023. Grant Summers is a partner in the group and said the approximately \$385,000 renovation is the final phase in a revitalization that’s transformed the connected buildings that face King Commons Park in the front and overlook the Norfolk Southern Railroad in the back.

‘That whole street at one time was kind of a distributor/warehousing street,’ Summers said, adding that the ‘back side’ of the buildings opens onto a concrete platform that once served to help load and unload goods off the railway...

‘One of the apartments is going to have a great view overlooking King Commons,’ Summers said.

That will be a two-bedroom of about 1,000 square feet. The other apartments will be one-bedrooms of 600-800 square feet with expected rents between \$1,250 and \$1,950.

Triple G does not yet have a tenant or tenants for the first floor.

‘We’re just getting it to a shell space, replacing the storefronts on both the Commerce Street side and the platform side.’

Summers said the combined row of buildings that total more than 60,000 square feet have even more potential should public redevelopment along the back side occur. The Johnson City Development Authority has allocated funding in the past for a potential walkway from West Market Street toward Roan.

Cleaning up the facades on that side and creating a public walkway to give the buildings viable ‘storefronts’ on both sides is ‘absolutely critical,’ Summers said.

‘Not just for the functionality of those buildings but just the view from Buffalo Street,’ he said. ‘That’s a main entrance into downtown. We’re hoping the project will come back around. We’re investing in these buildings, (Fischman) is investing in hers.’

Where: [133] Commerce Street, Johnson City. East end of a row of former warehouses facing King Commons Park.

Who: Triple G Ventures. Triple G partner Greg Cox originally paid \$65,000 for the building in 2014 before deeding the building to the development company in 2019.

When: Building permit obtained July 2022. Apartments expected to be ready for occupancy in early 2023. Commercial space will be available then and finished out to suit tenant.

Your Tax Benefit: About \$12,000 in annual property tax revenue based on estimated built out value of \$800,000. Sales taxes from commercial tenant.”<sup>200</sup> For the complete article, see Appendix D. See Figure 136 for the photograph that accompanies this article.

6.2.3.10. 130 Railroad Street/131 Commerce Street  
Vacant lot, 1920  
Unidentified Beer Storage facility, by 1927  
Boggs Distributing Company, here? late 1970s to the early 1980s  
Appalachian Beverage Company, no dates found  
Swift & Company, no dates found  
Note: Sequence of Occupancy Uncertain

February 1920. The Sanborn Fire Insurance Company map for 130 Railroad Street (131 Commerce Street) indicates that the unidentified enterprise, which had a yard and office at this location around 1908 to 1913, had been removed, with the lot vacant in February 1920 (see maps 4D, 5F and 6H).

“[131] Commerce Street [130 Railroad Street]... historically Boggs Distributing Company, Appalachian Beverage Company, and Swift & Company. One-part commercial warehouse. 1900 [the Sanborn Fire Insurance Company maps indicate that this building was constructed between February 1920 and June 1927]. Brick, 1 story, asphalt parapet roof, rectangular plan. Railroad side: 12:9 windows, multi-paned transom windows. Commerce Street side: rear addition with shingled roof and vinyl siding...” “Swift & Company... and Armour & Company... were both prominent meat wholesalers in Johnson City’s warehouse district.”<sup>201</sup>

June 1927. The Sanborn Fire Insurance Company map for 130 Railroad Street (131 Commerce Street) indicates that a one-story structure had been constructed at this location and was occupied by an unidentified beer storage (“Beer Stg’e”) facility. This beer storage facility is particularly interesting because Johnson City had been “dry” since 1903 and prohibition would not be repealed until 1933. This building still exists.

Late 1970 to the early 1980s. “Boggs Distributing Company was a beverage distributor historically based at [131] Commerce Street in Johnson City, Tennessee. While the company was a prominent distributor of beer (notably Stroh’s) and other beverages in the mid-to-late 20<sup>th</sup> century, the company was famously associated with ‘Wimpy’ Boggs, who was a well-known figure in the local beverage distribution industry. Records indicate the company was highly active from at least the late 1970s through the early 1980s.”

### 6.3. 101 North Roan Street, by 1914 – Present

The Hickey – McCorkle & Company Building, by 1914 to at least 1920

Hickey – McCorkle & Company, Wholesale Grocers, by 1914 to at least 1920

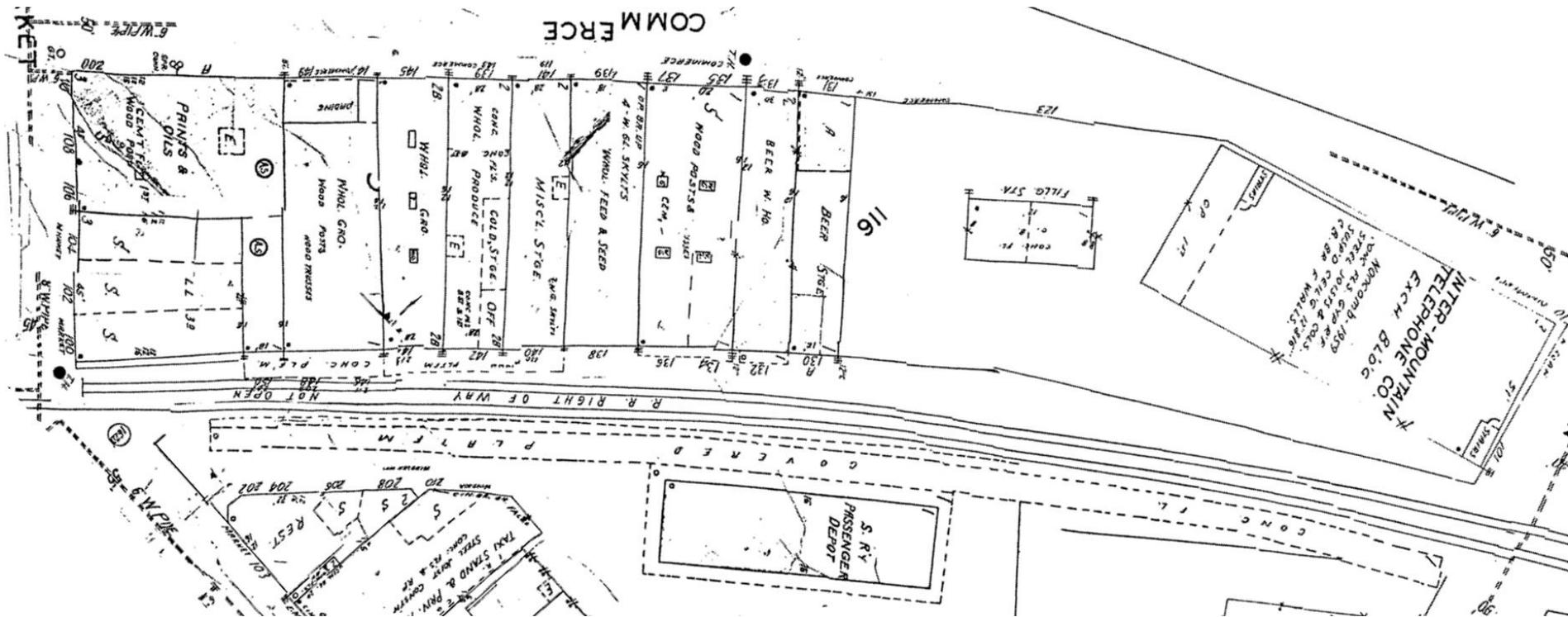
Inter-Mountain Telephone Company Exchange Building, by 1922 to no later than 1966

Intermountain Telephone Company, by 1922 to at least 1930

Century Link Building, by 1966 (perhaps as early as the late 1950s) – Present

Century Link, here? 2009 – Present

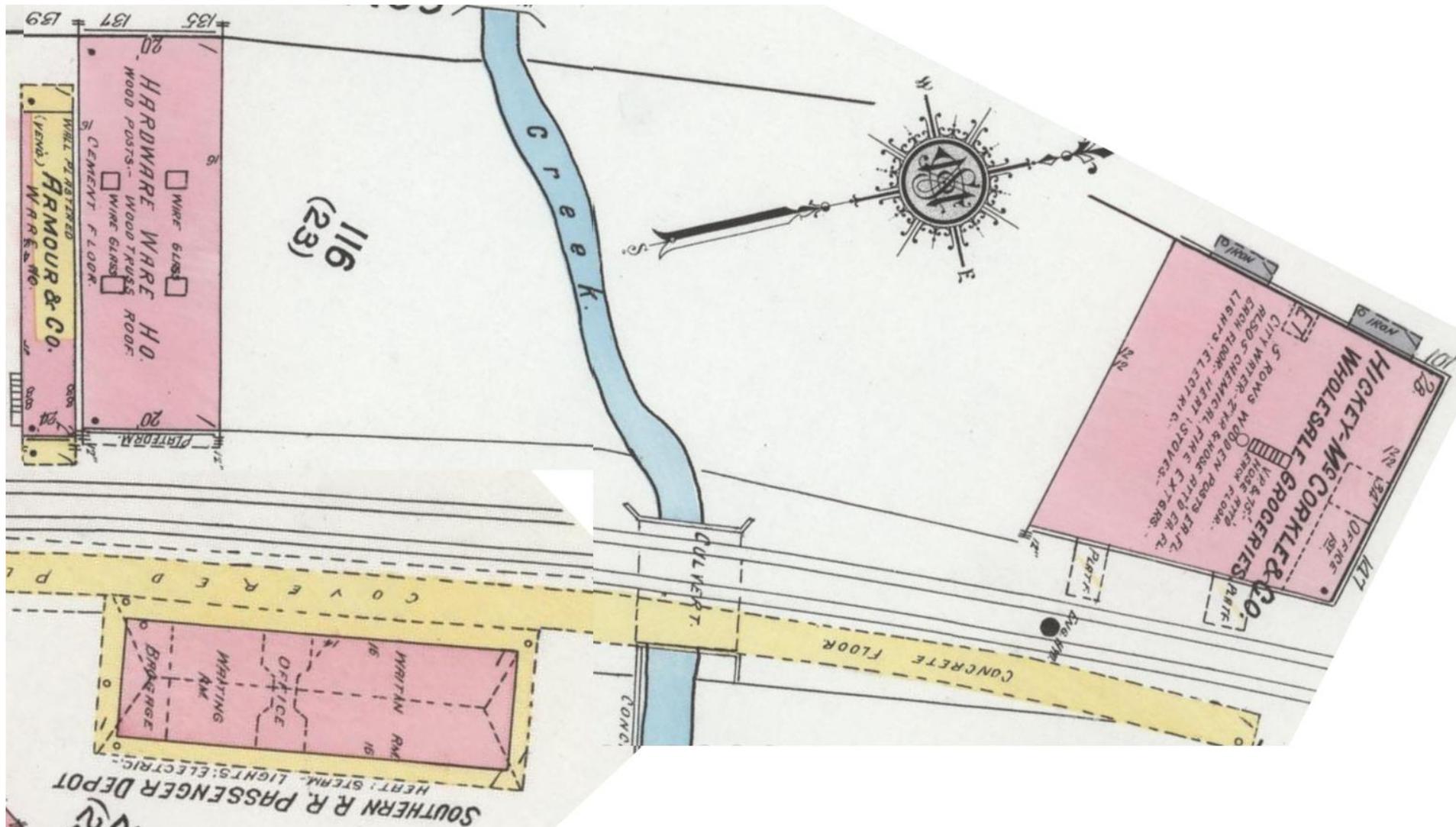




Map 7L. June 1927. Note the “new” Taylor Brothers Building (100, 102 and 104 West Market Street). To the right (north), in the “warehouse block,” it appears that five new buildings have been constructed. From left to right in the “warehouse block”: 150 Railroad Street: the warehouse attached to the Farmers Exchange Building; 148 and 146 Railroad Street (149 and 147 Commerce Street): a Wholesale Grocery (“Whol. Gro.”) enterprise, perhaps the Tri-State Fruit Company; 144 Railroad Street (145 Commerce Street): a Wholesale Grocery (“Whol. Gro.”) enterprise, Lowry Fruit Company; 142 Railroad Street (143 Commerce Street): a “new” two-story (with basement) building occupied by an unidentified Wholesale Produce (“Whol. Produce”) enterprise; 140 Railroad Street (141 Commerce Street): a “new” two-story building occupied by an unidentified miscellaneous storage (“Misc’l St’g’e”) enterprise; 138 Railroad Street (139 Commerce Street): a “new” one-story building occupied by an unidentified Wholesale Feed & Seed (“Whol. Feed & Seed”) enterprise (built on the lot previously occupied by old Storeroom “D” of “Fishback Hall”); 136 and 134 Railroad Street (137 and 135 Commerce Street): no occupant information provided; 132 Railroad Street (133 Commerce Street): a “new” two-story building occupied by an unidentified “Beer W. Ho.,” and at 130 Railroad Street (131 Commerce Street): a “new” one-story building occupied by an unidentified “Beer St’ge” enterprise. These two beer-related operations are particularly interesting because Johnson City had been “dry” since 1903 and prohibition would not be repealed until 1933. Across the bottom, from left to right, note the triangular Joseph P. Summers Building at 101 East Market Street, the “new” two-story Yellow Cab Company facility (“Taxi Stand” at 107 East Markets Street), and the “S. Ry. Passenger Depot.” Also note at 101 North Roan Street, the apparently “new” three-story (51 foot tall) “Inter-Mountain Telephone Company Exchange Building” has been constructed. This building has a noticeably different shape than the 34-foot-tall Hickey-McCorkle & Company Building that previously occupied this location. It appears that the Hickey-McCorkle & Company Building was either removed, or radically remodeled. See Table 5 for more information.

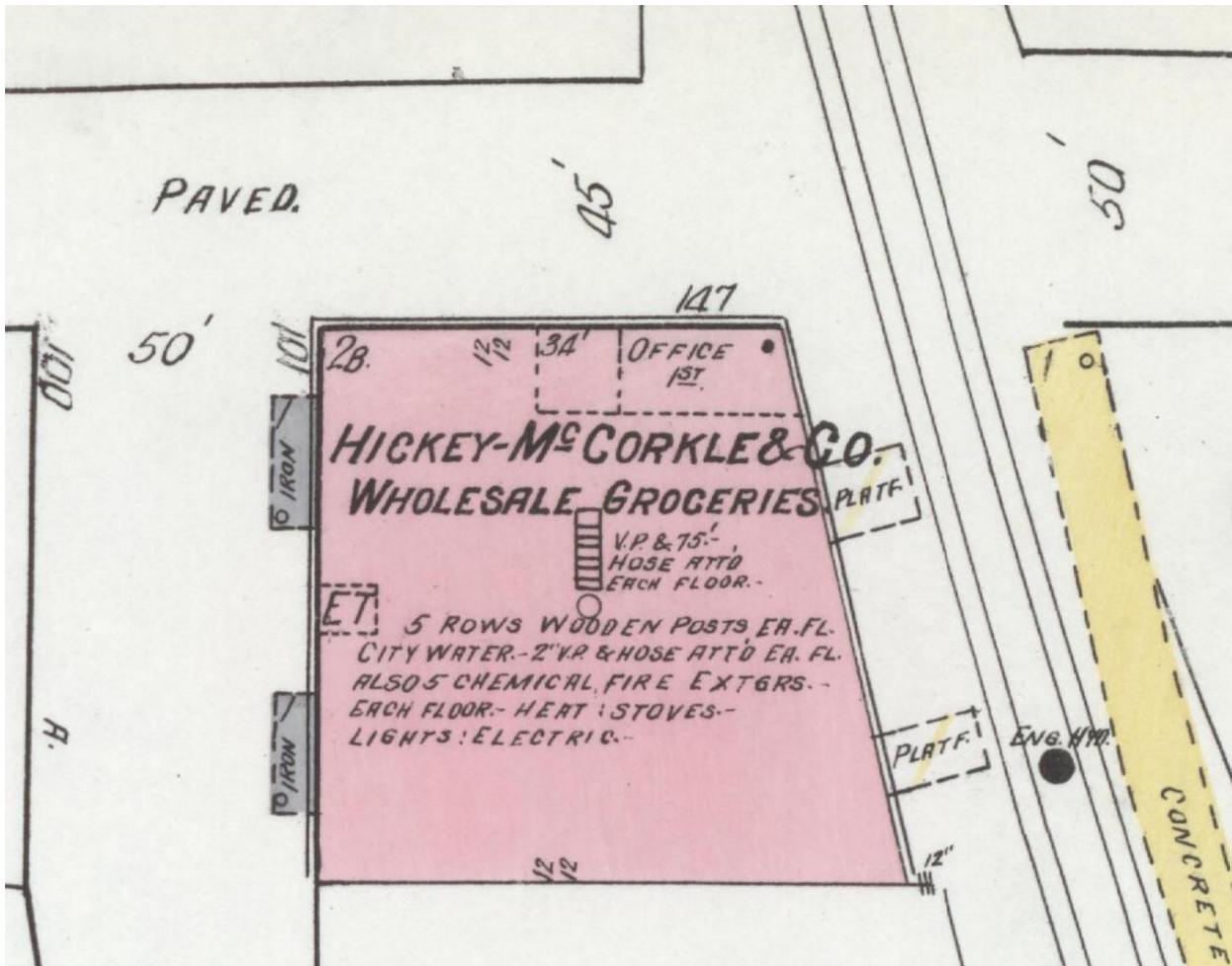
6.3.1. The Hickey – McCorkle & Company Building, by 1914 to at least 1920

Hickey – McCorkle & Company, Wholesale Grocers, 101 North Roan Street,  
by 1914 to at least 1920



Map 6N. February 1920. Across the top, from left to right: 139 Commerce Street: the “Armour & Co.” “Ware Ho.,” at 137 and 135 Commerce Street: a “new” one-story, brick building, occupied by an unidentified “Hardware Ware Ho.,” and a “new” two-story (with basement) brick facility, on the northwest corner of North Roan Street and the Southern Railway mainline, occupied by “Hickey-McCorkle & Co.” “Wholesale groceries.” Across the Southern Railway mainline, note the presence of the Southern Railway Passenger Depot (built in 1913). Finally, note Brush Creek passing through a culvert under the Southern Railway covered passenger platform.

6.3.1. Hickey – McCorkle & Company, Wholesale Grocers, by 1914 to at least 1920



Map 6P. The “Hickey – McCorkle & Co. Wholesale Groceries” building on the southwest corner of North Roan and Commerce streets in February 1920. Note the “Eng. Hyd.” on the right, which was apparently used to provide water to the steam engines of the Southern Railway. The “Hickey – McCorkle & Co. Wholesale Groceries” Building was removed or heavily remodeled between February 1920 and June 1927 (apparently before 1922). Regrettably, the author did not locate any images of this building.

December 1914. Bulletin of the National Association of Credit Men.

“New Members Reported During December [1914]... Johnson City... Hickey – McCorkle Co. F.A. McCorkle... Groceries.”<sup>202</sup>

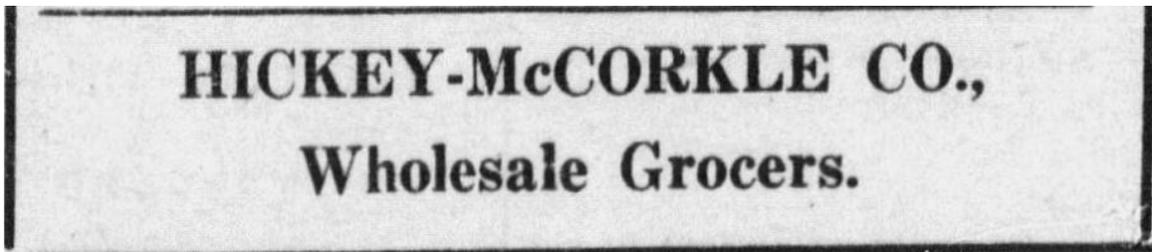


Figure 145. Johnson City Comet, 7 December 1916.

6.3.2. Inter-Mountain Telephone Company Exchange Building, 101 North Roan Street,  
by 1922 to no later than 1966

Intermountain Telephone Company, by 1922 to at least 1930





Figure 1E. A detail taken 19 April 1941. Note the Inter-Mountain Telephone Company Exchange Building on the left. Also note that the gas station that was located between it and the “warehouse block” in 1927 is no longer present. The John Sevier Hotel is visible near the center of this image.



Figure 1F. Another detail taken on 19 April 1941. Note the Inter-Mountain Telephone Company Exchange Building, with what appears to be three billboards, on the southwest corner of North Roan Street and Southern Railway (on the left of the image). To the right of the Southern Railway mainline at the top of the image, a two-story brick structure built for M.I. Gump and operated as a wholesale grocery from 1899 to 1911, at 108 South Roan Street, is visible. This building was later occupied by The H.T. Hackney Company, Inc., from 1911 to at least 1919, and Hickey – McCorkle & Company by 1923 to at least 1931. To the left of the Southern Railway mainline at the top of this image, appears to be the complex that was occupied by the Tennessee Eastern Electric Company, at 104, 105, 106, 107 North Roan Street, which supplied electric power to the Johnson City Traction Company, as well as the city. From right to left: the “boiler room,” the “dynamo room,” and the car barn (of the former traction company) are visible. Note that it appears that the 80’ smokestack has been removed from this facility.<sup>203</sup> Finally, note what appears to be the “French Dry Cleaners” building and the (Free Service Tire Company?) filling station on South Roan Street, and above the Southern Railway Passenger Depot (near the bottom center of the image).



Figure 2J. A detail taken on 19 April 1941. Across the top, from left to right, the “warehouse block,” and the Intermountain Telephone Company Exchange Building (on the right edge). Note that the gas station that was located between the “warehouse block” and the Inter-Mountain Telephone Company Exchange Building in 1927 is no longer present. Also visible are the Southern Railway Passenger Depot, and the John Sevier Hotel.



Figure 3F. A detail taken on 1 March 1947. From the bottom left corner, along the westside of the Southern Railway mainline: the Arlington Hotel, the “Arlington Hotel Annex Building,” the “Fountain Square Hotel Building,” the “Farnsworth Hotel Building,” the Taylor Brothers Building, the “warehouse block,” and the Inter-Mountain Telephone Exchange Building. Also visible are the Hamilton National Bank Building, the Crandall Building, the Crouch Building, the Parks – Belk addition, the Joseph P. Summers Building (the triangular building across the Southern Railway mainline from the Taylor Brothers Building), the Southern Railway Passenger Depot, the M.I. Gump Building, the John Sevier Hotel, and the Science Hill High School. Fountain Square is also visible near the lower left corner.



Figure 3G. Another detail taken on 1 March 1947. Note the Inter-Mountain Telephone Company Exchange Building on the left. The gas station that was located between it and the “warehouse block” in 1927 is no longer present. Also note what appears to be the building that was occupied (from left to right) by Melody Lane (100 South Roan Street), the “French Dry Cleaners” (102 South Roan Street?) and “Kenyon Auto Stores” (104 South Roan Street?), as well as the (Free Service Tire Company?) Service Station (106/108 South Roan Street). Finally, note to the right of the Southern Railway mainline at the top of the image, a two-story brick structure, on the right, that was built for M.I. Gump and operated as a wholesale grocery by him from 1899 to 1911, at 108 South Roan Street. This building was later occupied by The H.T. Hackney Company, Inc., from 1911 to at least 1919, and the Hickey – McCorkle & Company by 1923 to at least 1931. To the left of the Southern Railway mainline at the top of this image, appears to be the complex that was occupied by the Tennessee Eastern Electric Company, 104, 105, 106, 107 North Roan Street, which supplied electric power to the Johnson City Traction Company, as well as the city. The “boiler room” and the office building are visible.<sup>204</sup> The warehouses at 130 and 132 Railroad Street are in the right foreground, as well as the Southern Railway Passenger Depot, across the mainline. The John Sevier Hotel is visible on the right edge of the image.



Figure 3F. Another detail from a photograph taken on 1 March 1947, of the Inter-Mountain Telephone Company Exchange Building. Note what appear to be windows and, perhaps, doors in the portion of the building facing the Southern Railway mainline. Also note the Southern Railway Passenger Depot and its covered passenger platform in the foreground.



Figure 4C. “1958 Aerial Photo – Downtown,” looking east. This image provides a view of the west side of the “warehouse block,” which faces Commerce Street, with the Taylor Brothers and Farmers Exchange buildings near the lower right corner. Note that the building at 143 Commerce Street (142 Railroad Street) is still a one-story structure. Also note the presence of the Inter-Mountain Telephone Exchange Building (the three-story structure, at 101 North Roan Street (apparently built by 1922 in place of the “Hickey – McCorkle & Co. Wholesale Groceries” building)); the building at 100, 102 and 104 South Roan Street (occupied by Melody Lane, French Dry Cleaners, and Kenyon Auto Stores in 1946); the two-story building at 108 South Roan Street, occupied by M.I. Gump’s Wholesale Grocery enterprise (about 1902 – 1911, to the right (across Roan Street and the Southern Railway mainline) of the Inter-Mountain Telephone Exchange Building), this building was subsequently occupied by “The H.T. Hackney Company” (1911 to at least 1919); the Free Service Tire Company gas station at 106 South Roan Street (to the left of the John Sevier Hotel); the Southern Railway Passenger Depot (with its covered passenger platform), the Yellow Cab Terminal Building, and the triangular Joseph P. Summers Building. The Science Hill High School is visible in the background.<sup>205</sup>



Figure 5B. “Downtown Johnson City (Aerial View),” looking east. This image provides a view of the west side of the “warehouse block,” which faces Commerce Street, with the Taylor Brothers and Farmers Exchange buildings in the lower right corner. Note that the building at 143 Commerce Street (142 Railroad Street) is now a two-story structure, indicating that this undated photograph was taken after that in Figure 4C from 1958, above. Note the apparent presence of an unidentified gas station (added since the 1940s), to the left of the “warehouse block.” Also note the presence of the Inter-Mountain Telephone Exchange Building (the three-story structure, in the top left corner, at 101 North Roan Street (apparently built by 1922 in place of the “Hickey – McCorkle & Co. Wholesale Groceries” building)); the two-story building at 108 South Roan Street, occupied by M.I. Gump’s Wholesale Grocery enterprise (about 1902 – 1911, to the right (across Roan Street and the Southern Railway mainline) of the Inter-Mountain Telephone Exchange Building), this building was subsequently occupied by “The H.T. Hackney Company” (1911 to at least 1919); and the Southern Railway Passenger Depot (with its covered passenger platform, near the center of this image). The Science Hill High School and the John Sevier Hotel are visible in the right background.<sup>206</sup>

6.3.2. Intermountain Telephone Company, by 1922 to at least 1930

Table 9. “Directory of Industries Inspected, with No. Employees... Washington County – Johnson City,” for the Year Ending 31 December 1922.<sup>207</sup>

Style of Firm	Business	No. Employees			
		Over 16		Under 16	
		Male	Female	Male	Female
Inter-Mountain Telephone Co.	Telephone	6	23		

Table 10. “Directory of Industries Inspected with Number of Employees... Washington County – Johnson City,” for the Year Ending 31 December 1925.<sup>208</sup>

Style of Firm	Business	No. Employees			
		Over 16		Under 16	
		Male	Female	Male	Female
Inter-Mountain Telephone Co.	Telephone	8	33		

Table 11. “Directory of Industries Inspected with Number of Employees... Washington County – Johnson City,” for the Year Ending 31 December 1926.<sup>209</sup>

Style of Firm	Business	No. Employees			
		Over 16		Under 16	
		Male	Female	Male	Female
Inter-Mountain Telephone Co.	Telephone Exchange	2	21		

12 February 1927. Telephony.

“Johnson City, Tenn. – Improvements totaling about \$150,000 have just been announced by the Intermountain telephone Co. operating throughout this region. Expanded facilities at their various exchanges will absorb the bulk of the appropriation.”<sup>210</sup>

Table 12. “Directory of Industries Inspected with Number of Employees... Washington County – Johnson City,” for the Year Ending 31 December 1928.<sup>211</sup>

Style of Firm	Business	No. Employees			
		Over 16		Under 16	
		Male	Female	Male	Female
Inter-Mountain Telephone Co.	Telephone	6	30		

Table 13. “Directory of Industries Inspected with Number of Employees... Washington County – Johnson City,” for the Year Ending 31 December 1929.<sup>212</sup>

Style of Firm	Business	No. Employees			
		Over 16		Under 16	
		Male	Female	Male	Female
Inter-Mountain Telephone Co.	Telephone Exchange	2	43		

Table 14. "Directory of Industries Inspected with Number of Employes... Washington County – Johnson City," for the Year Ending 31 December 1930.<sup>213</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Inter-Mountain Telephone Co.	Telephone Exchange		46		

Note: This was the last mention, found by the author, of this enterprise.

6.3.3. “Century Link Building,” by 1966 (perhaps as early as the late 1950s) – Present

Century Link, here? 2009 – Present



Figure 6B (reproduced here for convenience). “Downtown Aerial 1950s”. Across the top of the image, from left to right: the “warehouse block” (note that 142 Railroad Street (143 Commerce Street) is now occupied by a two-story building, indicating that this photograph dates to about 1958 or later), and the “new” “Century Link Building” has been built in place of the Inter-Mountain Telephone Company Exchange Building, at 101 North Roan Street. Also note that the unidentified “filling station” that was previously to the north (right) of the “warehouse block” has been removed and the lot used for parking apparently. Also visible in this image are the Southern Railway Passenger Depot, near the center, as well as the John Sevier Hotel in the foreground and the Free Service Tire Company (?) gas station to its immediate right.<sup>214</sup>



Figure 8B (reproduced here for convenience). A detail looking east at the west side of the “warehouse block” as it faces Commerce Street, taken by 1966. Note the Taylor Brothers and Farmers Exchange buildings near the lower right corner. Also note the apparent presence of a gas station, to the left of the “warehouse block;” the presence of the “Century Link Building,” in place of the Inter-Mountain Telephone Exchange Building (left side, at 101 North Roan Street); the two-story building at 108 South Roan Street, occupied by M.I. Gump’s Wholesale Grocery enterprise (about 1902 – 1911, to the right (across Roan Street and the Southern Railway mainline) of the “Century Link Building), this building was subsequently occupied by “The H.T. Hackney Company” (1911 to at least 1919); the Free Service Tire Company (?) gas station at 106 South Roan Street (to the left of the John Sevier Hotel); the Southern Railway Passenger Depot (with its covered passenger platform), the Yellow Cab Terminal Building, and the triangular Joseph P. Summers Building. The Science Hill High School is visible in the background.



Figure 53C. (reproduced here for convenience). “Southern Railway Depot,” apparently just prior to demolition in 1973.<sup>215</sup> Note buildings in background, from left to right 132 Railroad Street, 130 Railroad Street, and the building that would later be occupied by Century Link. The two buildings on the left, at 132 and 130 Railroad Street (133 and 131 Commerce Street) were used for beer storage in 1927.



Figure 146. A Google Maps image from November 2023 looking across the Norfolk and Southern mainline at the south and west sides of the “Century Link Building” at 101 North Roan Street. Century Link has reportedly operated occupied in Johnson City since 2009 and has occupied this building since at least April of 2012.



Figure 147. A Google Maps image from September 2012 looking south across the intersection of North Commerce and North Roan streets at the north and east sides of the “Century Link Building” at 101 North Roan Street. Note the John Sevier Hotel in the left background.

Appendix A.  
Map Legends and Abbreviations

KEY																							
<table border="1"> <tr> <td>NO. OF STORIES</td> <td>3</td> </tr> <tr> <td>SHINGLE ROOF</td> <td>X</td> </tr> <tr> <td>COMPOSITE ROOF</td> <td>•</td> </tr> <tr> <td>SLATE OR TILE ROOF</td> <td>O</td> </tr> </table>	NO. OF STORIES	3	SHINGLE ROOF	X	COMPOSITE ROOF	•	SLATE OR TILE ROOF	O	<table border="1"> <tr> <td>— —</td> <td>FIRE WALL 6 IN. AB. ROOF</td> </tr> <tr> <td>—  —</td> <td>" " 12" " "</td> </tr> <tr> <td>—   —</td> <td>" " 18" " "</td> </tr> <tr> <td>— — — —</td> <td>FRAME PARTITION</td> </tr> <tr> <td>— — — —</td> <td>OPENING &amp; IRON DOOR</td> </tr> <tr> <td>— — — —</td> <td>WINDOWS " " SHUTTERS</td> </tr> <tr> <td>— — — —</td> <td>STABLE</td> </tr> </table>	— —	FIRE WALL 6 IN. AB. ROOF	—  —	" " 12" " "	—   —	" " 18" " "	— — — —	FRAME PARTITION	— — — —	OPENING & IRON DOOR	— — — —	WINDOWS " " SHUTTERS	— — — —	STABLE
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SLATE OR TILE ROOF	O																						
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<p>COUNTING FROM LEFT TO RIGHT WHILE LOOKING TOWARDS BUILDING</p> <p>DUT REPRESENTS OPENING</p>																							
<p>B'LD'GS COLORED YELLOW ARE FRAME</p> <p>" " RED " BRICK</p> <p>" " BLUE " STONE</p> <p>" " GREY " IRON</p> <p>" " BROWN " ADOBE</p> <p>" " GREEN " SPECIALS</p> <p>" MARKED (Cl) ARE CLOTH LINED</p> <p>(5) (19) INDICATE RELATIVE HEIGHTS</p> <p>ALTERNATE STREET NO'S ARE ACTUAL</p> <p>CONSECUTIVE " " " ARBITRARY</p> <p>BROKEN LINE NEAR B'LD'G - WOOD CORNICE</p> <p>SOLID " " " METAL "</p>																							

Figure 148. Map Legend for January 1891.<sup>216</sup>

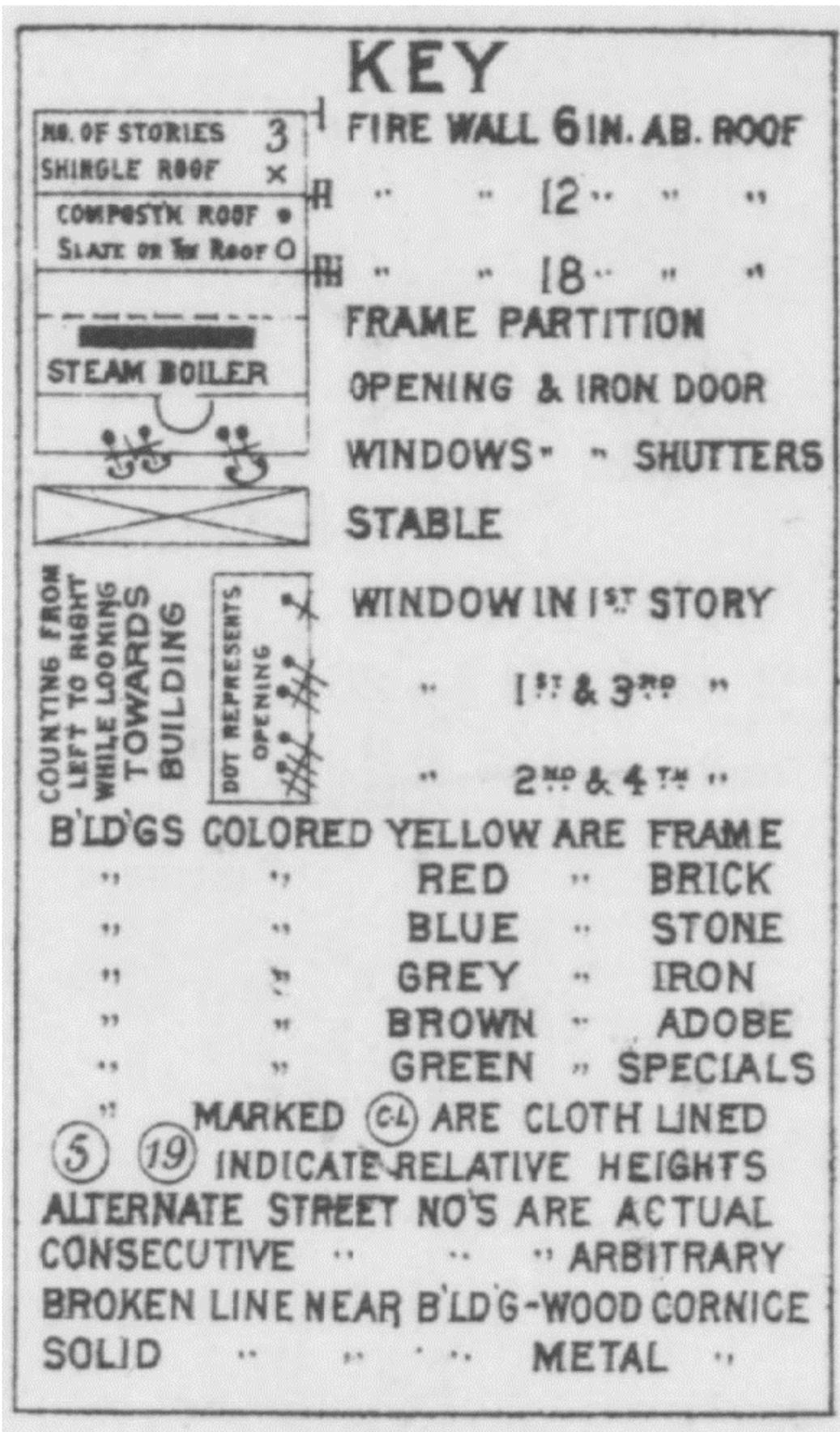


Figure 149. Map Legend for May 1897.<sup>217</sup>

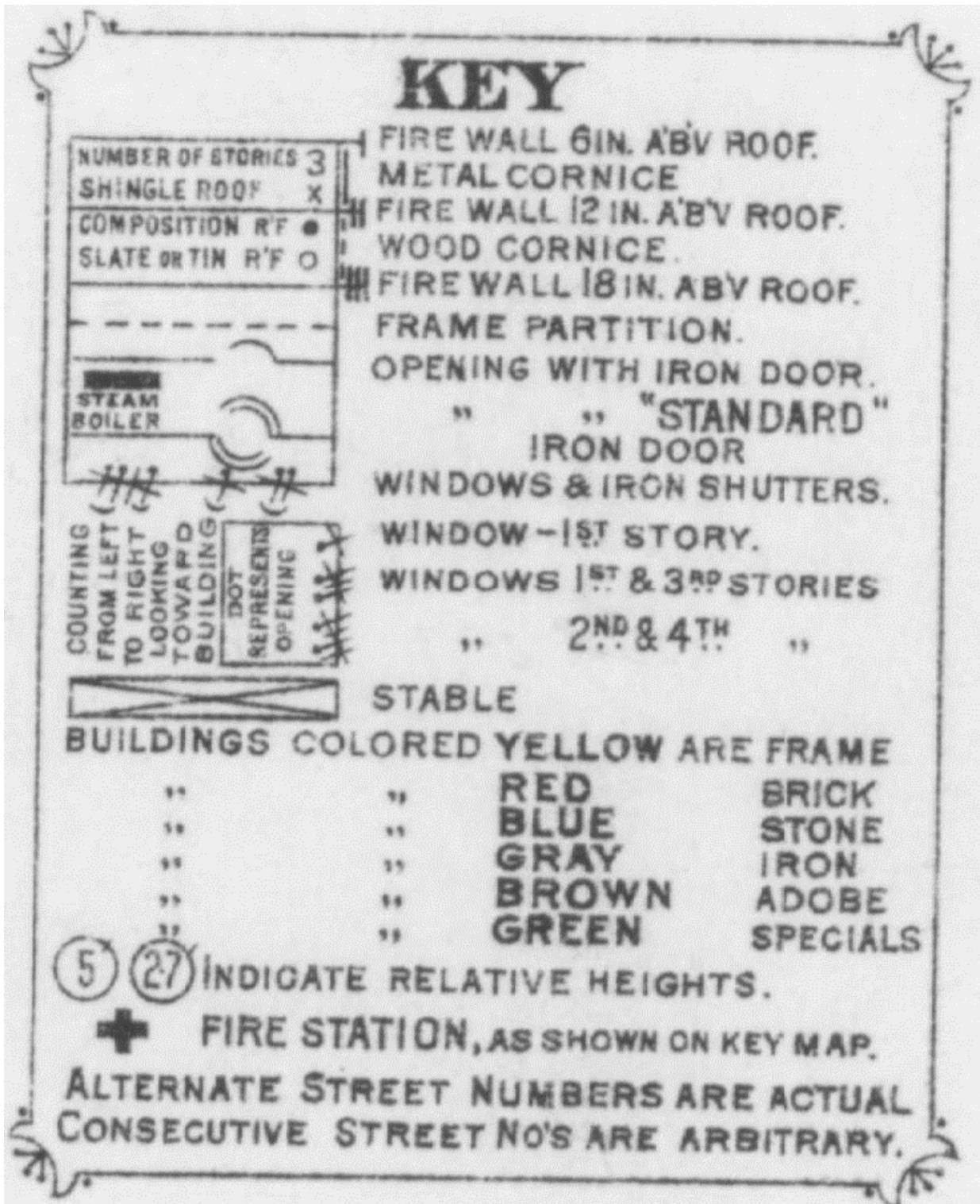


Figure 150. Map Legend for April 1903.<sup>218</sup>

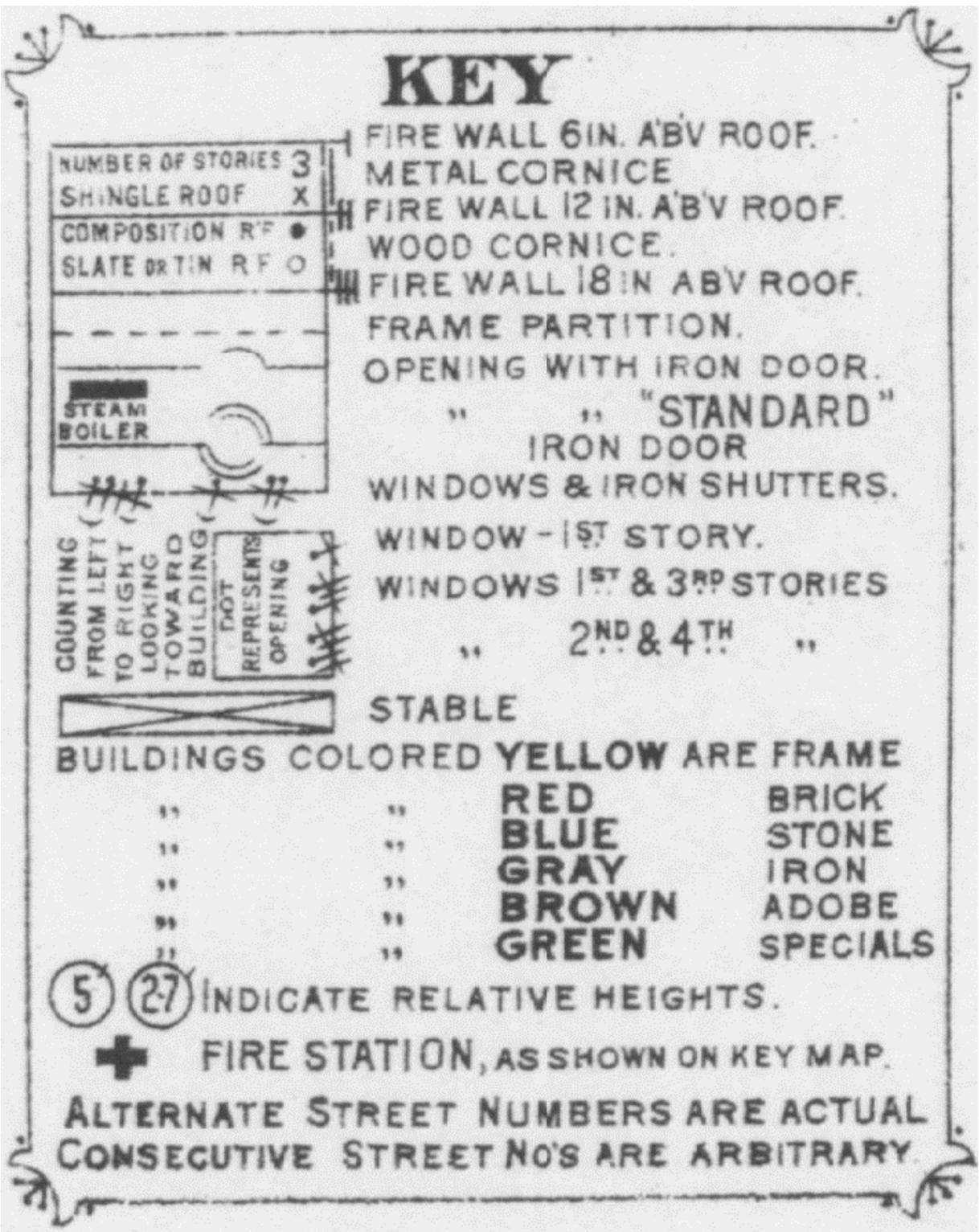


Figure 151. Map Legend for December 1908.<sup>219</sup>



Figure 152. Map Legend for July 1913.<sup>220</sup>

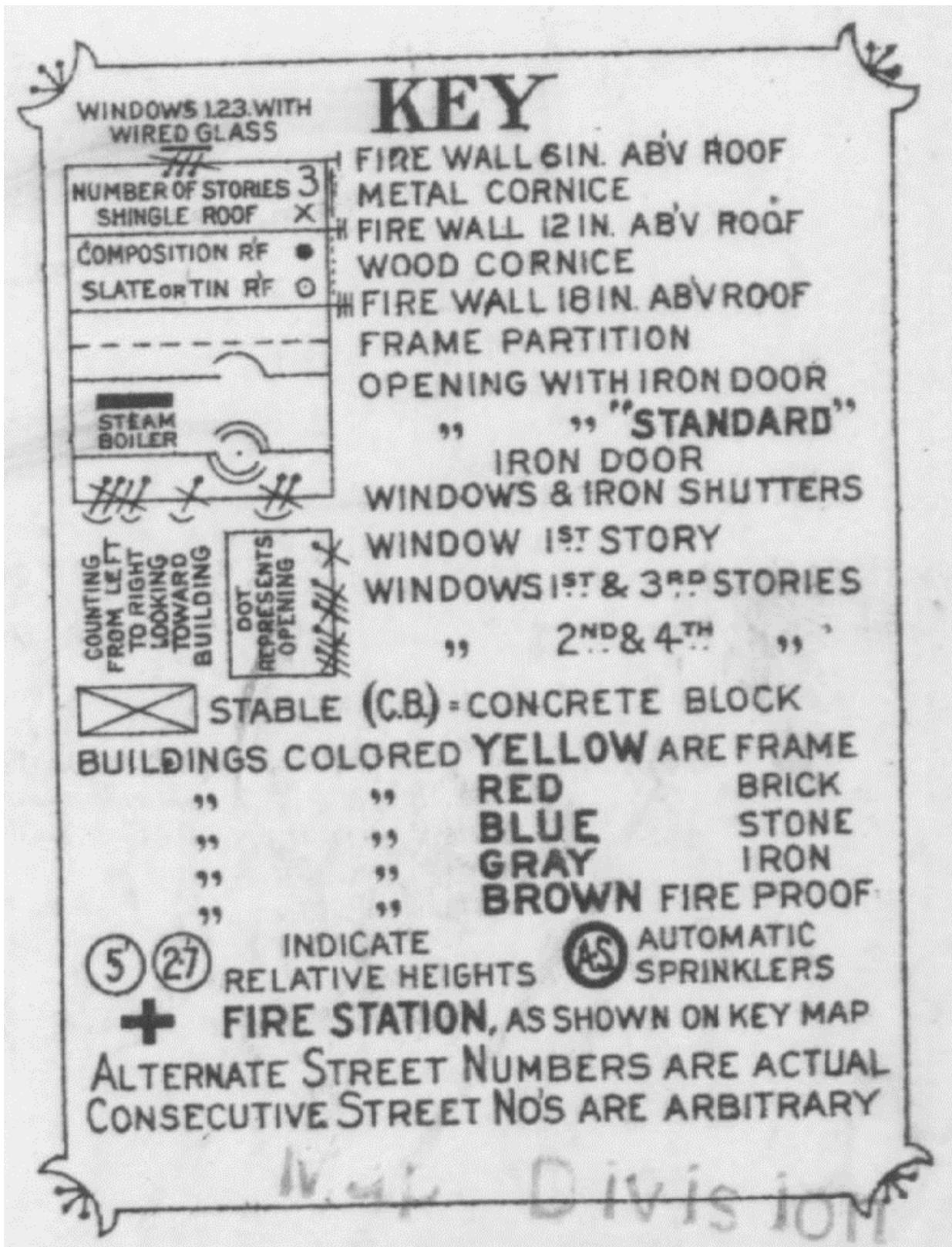


Figure 153. Map Legend for February 1920.<sup>221</sup>

Table 15. "Sanborn Map Abbreviations"<sup>222</sup>

Abbrev.	Meaning	Abbrev.	Meaning
A	Automobile (usually designates the location of a garage)	Co	Company
A in B	Automobile located in basement	Comp	Composition construction (i.e. stucco) or compressor
A S	Automatic sprinkler	Conc	Concrete
Abv	Above	Conf'y	Confectionary (candy store)
ACS	Automatic chemical sprinkler	Confec'y	Confectionary (candy store)
AFA	Automatic fire alarm	Constr'n	Construction
Agr	Agricultural	Corp'n	Corporation
Appts	Apparatus		
Apts	Apartments	D	Dwelling
Asb Cl	Asbestos clad	DH	Double (fire) hydrant
Att'd	Attended	DG	Dry goods
Aud'it'm	Auditorium	Drs	Doctor's office
Auto Ho	Automobile house, or garage	Dwg	Dwelling
B	Basement, boiler or occasionally brick	E	Open elevator
B & S	Boots and shoes	E Fl	Each Floor
BPOE	Benevolent & Protective Order of Elks	El	Electric
B Sm	Blacksmith	Elec	Electrician
B'ld'g	Building	Eng	Engine
B'lr	Boiler	Ent	Entertainment
B's't	Basement	Episc'l	Episcopal
Bak'y	Bakery	ESC	Elevator with self-closing traps
Balc	Balcony	ET	Elevator with traps
Bap	Baptist	Exch	Telephone exchange
Bbl	Barrel	Expr	Express (as used to designate a delivery service)
Bbls	Barrels		
BE	Brick enclosed elevator	F	Flat (as used to designate a delivery service)
Bill'ds	Billiards	FA	Fire alarm
Bl Sm	Blacksmith	FE	Fire escape
Blk Sm	Blacksmith	FP	Fire pump
Bst	Basement	Fill'g Sta	Filling station, or gas station
		Fl	Floor
C B	Cement brick or concrete block construction	Fr Attic	Frame constructed attic
C Br	Concrete brick or cement block construction	Frat	Fraternity
Cap'cy	Capacity	Fur	Furnishings
Carptr	Carpenter	Furn'g	Furnishings
CBET	Concrete enclosed elevator with traps	Furne	Furniture
Chem	Chemical		
Chinaw	Chinaware or porcelain	GAR	Grand Army of the Republic
Chine	Chinese	GT	Gasoline tank
Cl	Clad	Gal	Gallery
Clo	Clothing	Gall	Gallery
		Gall'y	Gallery
		Gen'l	General (as used to designate a general store)

Table 15. "Sanborn Map Abbreviations" (Continued)

Abbrev.	Meaning	Abbrev.	Meaning
Gents	Gentlemen's	Paint'g	Painting
Greas'g	Greasing	Pat Med	Patent medicines
Gro	Grocery or groceries	Plumb'g	Plumbing
		Print'g	Printing
HPFS	High pressure fire service		
H'dw	Hardware	QH	Quadruple (fire) hydrant
Hack	Hackney or delivery service		
Hardw	Hardware	RC	Roman Catholic
Ho	Hotel or house (as used to designate a warehouse)	R'f	Roof
Htr	Heater	R'm	Room
Hyd	Hydrant	Rep	Repair
		Rep'g	Repairing
ICRR	Illinois Central Railroad	Repos'ry	Repository
Imp	Implements	Restr't	Restaurant
Ins	Insurance	Rf	Roof
Insts	Instruments	Rm	Room
Ir Cl	Iron clad		
		S	Store
K of C	Knights of Columbus	SA	Spark arrestor
		S Vac	Store portion of building is vacant
Lab	Laboratory	Sal	Saloon
Lodg'g	Lodging	Sky'ts	Skylights
Luth	Lutheran	Sm	Smith, as in gunsmith or blacksmith
Luth'n	Lutheran	Sm Ho	Smokehouse
		Sp'k'l'rs	Sprinklers
ME	Methodist Episcopal	St'ge	Storage
Mach'y	Machinery	St'y	Story
Mak'r	Maker	Sta	Station
Manf'y	Manufactory or factory	Stat'y	Stationery
Mdse	Merchandise		
Mfy	Manufactory or factory	TH	Triple (fire) hydrant
Mill'y	Millinery	Tel	Telephone
Mkg	Making	Tenem'ts	Tenements
Mo	Motor	TESC	Tile enclosed elevator with self-closing traps
		Tinw	Tinware
NS	Not sprinklered	Trimm'g	Trimming
OU	Open under	U	Upright
Off	Office	Up	Upright
PO	Post office		

Table 15. "Sanborn Map Abbreviations" (Continued)

Abbrev.	Meaning	Abbrev.	Meaning
Vac	Vacant	W Ho	Warehouse
Ven'd	Veneered	WPA	Works Progress Administration
Ven'r'd	Veneered	W'ks	Works
VP	Vertical pipe	Whol	Wholesale
		Wkg	Working
W	Ware, as in warehouse or wareroom	Woodwkg	Woodworking
WC	Water closet or toilet		
WG	Wire glass skylights		

Consolidated Sanborn Map Legend<sup>223</sup>

<b>TILE 1st</b> ----- <b>BRICK 1st</b> ----- <b>PYROBAR 1st</b> -----	Fire proof construction (OR FIRE RESISTIVE CONST'N)
<b>ADOBE</b>	Adobe building
<b>HEIGHT OF BUILD- ING IN FEET FROM GROUND TO ROOF LINE</b> 57	Stone building
<b>(C.BR.)</b>	Concrete, lime cinder or cement brick
<b>(C.B.)</b>	Hollow concrete or cement block const'n
<b>(CONC.)</b>	Concrete or reinforced concrete const'n
<b>(TILE)</b>	Tile building
<b>NUMBER OF STORIES</b> 4	Brick building with frame cornice
<b>TWO STORIES</b> 2B ● <b>AND BSMT COM- POSITION ROOF</b>	Brick building with stone front
----- <b>SHINGLE ROOF</b> X	Brick building with frame side (DIVIDED BY FRAME PARTITION)
<b>(VEND)</b>	Brick veneered building
<b>BRICK 1<sup>ST</sup></b>	Brick and frame building
<b>FRAME, BRICK LINED</b>	Frame building, brick lined
<b>F = FLAT S = STORE</b>	Frame building, metal clad
<b>D = DWELLING</b>	Frame building
<b>A in B =AUTO. IN BSMT</b>	Iron building
<b>LOFT</b>	Tenant building occupied by various manufac- turing or occupancies
<b>(ASB.CL.)</b>	Frame building covered with asbestos

<b>NON COMBUSTIBLE ROOF COVERING OF METAL, SLATE, TILE OR ASBESTOS SHINGLES ○</b>	Brick building with brick or metal cornice
<b>SKYLIGHT LIGHTING TOP STORY ONLY</b>	Fire wall 6 inches above roof
<b>3. SKYLIGHT LIGHTING THREE STORIES</b>	Fire wall 12 inches above roof
<b>W.G. WIRED GLASS SKYLIGHT</b>	Fire wall 18 inches above roof
	Fire wall 36 inches above roof

FIRE WALL 48 INCHES ABV. RF. 48

	Figures 8,12,16 indicate thickness of wall in inches
	Wall without opening and size in inches
	Wall with openings on floors as designated
	Opening with single iron or tin clad door
	Opening with double iron or tin clad doors
	Opening with standard fire doors
	Openings with wired glass doors
	Drive or passage way
	Stable
	Auto. (House or private garage)
	Solid brick with interior walls of C.B. or C.B. and brick mixed

**C.B. & BR. CONST'N**  
∞

Mixed construction of C.B. and brick with one wall of solid brick.

**C.B. & BR. CONST'N**  
(BR. FACED)

Mixed construction of C.B. and brick with one wall faced with 4" brick.

**C.B. & BR. CONST'N**

Mixed construction of C.B. and brick throughout.

6" W.PIPE  
————— Water pipes and size in inches.

6" W.PIPE (PRIVATE)  
===== Water pipes of private supply

2  
D  
o  
416 56

House numbers shown nearest to buildings are official or actually up on buildings.

Old house numbers shown furthest from buildings.

**FP-1962**  
**(conc.)**  
**A-1-a**

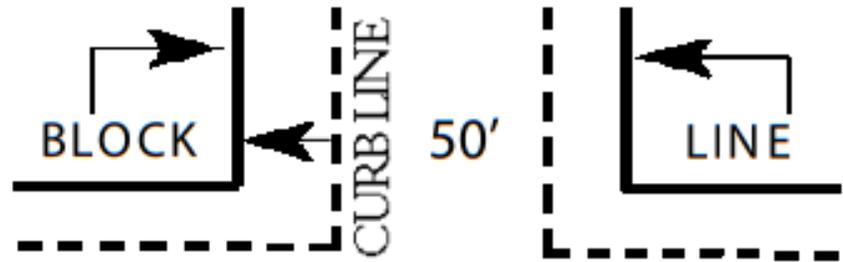
A fire-resistive building built in 1962 with concrete walls and reinforced concrete frame, floors and roof.

**FPX-1962**  
**(METAL PANELS)**  
**E-2-b**  
**NONCOMB CEIL'S**

A fire-resistive building built in 1962 with metal panel walls, indirectly protected steel frame, concrete floors and roof on metal lath, noncombustible ceilings.

**NC-1962**  
**(C.B.)**  
**H-2-d**

A noncombustible building built in 1962 with concrete block walls; unprotected steel columns and beams; concrete floors on metal lath and steel deck roof.



Width of street  
(BETWEEN BLOCK LINES, NOT CURB LINES.)

24 Reference to adjoining page.

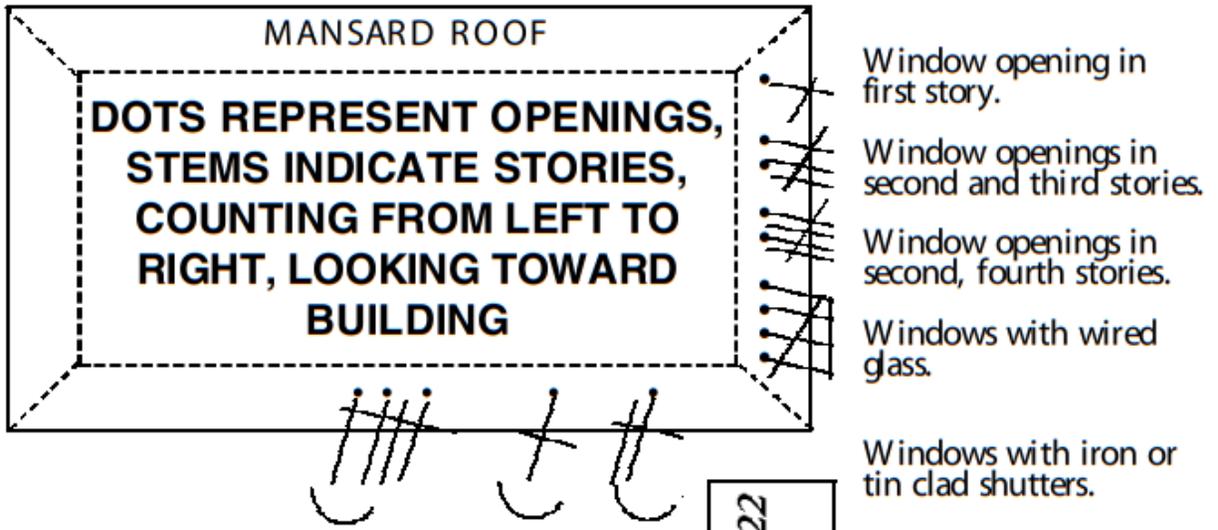
+

Fire engine house, as shown on key map.



Fire pump.

(36) Under page number refers to corresponding page of previous edition.



- E Open elevator.
- FE Frame enclosed elevator.
- ET Frame enclosed elevator with traps.
- ESC Frame enclosed elevator with self closing traps.
- CBET Concrete block enclosed elevator with traps.
- TESC Tile enclosed elevator with self closing traps.
- BE Brick enclosed elevator with wired glass door.

10 TO 22

**5** Block number.

 V.P. Vertical pipe or stand pipe.

**AFA** Automatic fire alarm.

**IEP** Independent electric plant.

 Automatic sprinklers.

 Automtc. chemical sprinklers.

 Automatic sprinklers in part of building only.  
1<sup>ST</sup> ONLY (NOTE UNDER SYMBOL INDICATES PROTECTED PORTION OF BUILDING)

 Not sprinklered.

 Outside vertical pipe on fire escape.

 Fire alarm box.

 Single hydrant.

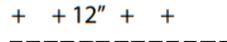
D.H.  Double hydrant.

T.H.  Triple hydrant.

Q.H.  Quadruple hydrant of the "High Pressure Fire Service."  
H.P.F.S.

 Fire alarm box of the "High Pressure Fire Service"  
H.P.F.S.

 Water pipes of the "High Pressure Fire Service"  
20"W.Pipe (H.P.F.S.)

 Water pipes and hydrants of the "High Pressure Fire Service" as shown on key map.

IR. CH.  Iron chimney

 Iron chimney (WITH SPARK ARRESTOR)

IR. CH.S.A.  Brck. chmny.

 Ground elevation

U.P.B.  Vertical steam boiler

G.T.  Gasoline tank

(O.U.)  Open under

 Siamese fire dept. connection

 Single fire dept. connection.

## FRAMING

<u>CODE</u>	<u>STRUCTURAL UNIT</u>
A.	Reinforced Concrete Frame.
B.	Reinforced Concrete Joists, Columns, Beams, Trusses, Arches, Masonry Piers.
C.	Protected Steel Frame
D.	Individually Protected Steel Joists, Columns, Beams, Trusses, Arches.
E.	Indirectly Protected Steel Frame.
F.	Indirectly Protected Steel Joists, Columns, Beams, Trusses, Arches.
G.	Unprotected Steel Frame.
H.	Unprotected Steel Joists, Columns, Beams, Trusses, Arches.
O.	Masonry Bearing Walls.

The coding for framing, floor and roof structural units as shown above is used in describing the construction of fire-resistive buildings. In addition, reports for fire-resistive buildings will show the date built and wall construction when other than brick.

FP buildings have masonry floors and roof; concrete and/or directly or indirectly protected steel framing; and clay brick, stone or poured concrete walls.

FPX buildings are FP buildings with inferior walls such as concrete block, cement brick, metal or glass panels, etc.

NC buildings have unprotected steel framing and fire-resistive but non-masonry floors and roof.

## FLOORS

CODE   STRUCTURAL UNIT

1.   Reinforced Concrete.  
      Reinforced Concrete with Masonry Units.  
      Pre-cast Concrete or Gypsum Slabs or Planks.
2.   Concrete on Metal Lath,  
      Incombustible Form Boards,  
      Paper-backed Wire Fabric, Steel Deck,  
      and Cellular, Ribbed or Corrugated  
      Steel Units.
3.   Open Steel Deck or Grating.

LAND USE CODE APPLICABLE TO CHANGES DIAGRAMMED AFTER 5/69

<b><i>R</i></b>	RESIDENTIAL	<b><i>M</i></b>	MANUFACTURING
<b><i>RT</i></b>	RESIDENTIAL- TRANSIENT	<b><i>P</i></b>	PUBLIC OR INSTI- TUTIONAL
<b><i>C</i></b>	COMMERCIAL	<b><i>U</i></b>	UTILITY
<b><i>W</i></b>	WAREHOUSE	<b><i>T</i></b>	TRANSPORTATION

NUMERICAL PREFIX INDICATES THE NUMBER OF ESTABLISHMENTS IN EACH CATEGORY

## ROOF

<u>CODE</u>	<u>STRUCTURAL UNIT</u>
-------------	------------------------

- |    |   |
|----|---|
| a. | Reinforced Concrete.<br>Reinforced Concrete with Masonry Units.<br>Reinforced Gypsum Concrete. Pre-cast<br>Concrete or Gypsum Slabs or Planks.              |
| b. | Concrete or Gypsum on Metal Lath,<br>Incombustible Form Boards, Paper-backed<br>Wire Fabric, Steel Deck, and Cellular,<br>Ribbed or Corrugated Steel Units. |
| c. | Incombustible Composition Boards with or<br>without Insulation.<br>Masonry or Metal Tiles.  |
| d. | Steel Deck, Corrugated Metal or Asbestos<br>Protected Metal with or without Insulation.   |

## Appendix B.

### A List of Interior Photographs of the London Hardware Company Store, circa 1951 – 1969

#### B.1. London Hardware Company Store, “circa 1951”

1. “View towards front of store, lawn & garden in foreground,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16521>.
2. “View towards front of store, housewares in foreground,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16520>.
3. “View towards back of store,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16519>.
4. “Sporting goods, hunting,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16518>.
5. “Sporting goods, games,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16517>.
6. “Sporting goods, athletic equipment,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16516>.
7. “Paint, from right,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16515>.
8. “Paint, from left,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16514>.
9. “Housewares, from right,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16513>.
10. “Housewares, from left,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16512>.

11. "Hardware," London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16511>.
12. "Hand tools," London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16510>.
13. "Farm & garden tools," London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16509>.

#### B.2. London Hardware Company Store, "circa 1955"

1. "View towards front of store," London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16526>.
2. "View towards back of store," London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16525>.
3. "Sporting goods, fishing," London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16524>.
4. "Housewares, pots and pans," London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16523>.
5. "Housewares, china and glassware," London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16522>.

#### B.3. "London's Garden Center Photographs... circa 1962 – 1969" 136 and 134 Railroad Street (137 and 135 Commerce Street)

1. "Trees and bulbs," London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16528>.
2. "View towards back of store, lawnmowers in foreground," London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16527>.

Note: For additional interior photographs pertaining to the London Hardware Company see: “Copy negatives,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16505>.

Appendix C.  
Extract from: "Johnson City Warehouse and Commerce Historic District,"  
National Register of Historic Places

"The warehouses served as the union between agriculture, the railroad, and commerce in Johnson City and Washington County. The advent of the railroads in Johnson City brought shipments of modern agricultural technology to the area. Farmers, with the use of horse-drawn farm equipment introduced by the railroads, were now able to tend larger acreage, which produced a surplus of agricultural products that the county could export. In 1910, land values more than doubled and farmers began using the surplus field grains in the county to support more cattle and poultry farms. The exportation of grain, fruit, cattle, and poultry could not have taken place without access to Johnson City's railroads. The warehouses with their railroad platforms, located between Commerce Street and the Southern Railroad, were the meeting grounds for farmers, the sale of their products, and the transportation of their goods.

A review of the occupation of the warehouses suggests the strong connection to agricultural commerce. Most warehouses began primarily as storage for grocers and producers, such as Lowry Fruit Company (139 Commerce Street), Tri-State Fruit Company (145 Commerce Street), and Moneyhun Wholesale Company (139 and 145 Commerce Street). Apples, blackberries, peaches, strawberries, cherries, and huckleberries were grown on agricultural lands in upper East Tennessee and shipped from the warehouses in Johnson City. Among meats, upper East Tennessee was renowned for its poultry industry, including turkey, chickens, and ducks. On the Monday before Thanksgiving in 1908, five different poultry shipping houses loaded a train with twenty-one carloads of turkey. Tennessee was known as the second leading state in poultry shipping (Texas was first). A publication of the 1915 Johnson City Chamber of Commerce boasted that, 'more than ten million dollars' worth of poultry and eggs are shipped from East Tennessee annually, the larger part being shipped from this and nearby towns. Swift & Company (113 Commerce Street) and Armour & Company (133 Commerce Street) were both prominent meat wholesalers in Johnson City's warehouse district. Likewise, the railroads imported goods necessary to the agricultural industry in Johnson City. Lee Carter of Boones Creek shipped horses by rail from Nebraska, bringing in as many as 840 horses each year. The horses were then resold to local farmers for farm production. Horses were extremely important to increasing crop yields and used on most farms until the 1950's.

The warehouses had other uses as well. During the 1930's, the United States Works Progress Administration (WPA), a New Deal program of President Franklin Roosevelt, owned one of the warehouses (133 Commerce Street). The WPA initiated a number of different projects in and around Johnson City that required ready access to the railroad. They built the outdoor amphitheater at the East Tennessee Teachers College campus (present-day East Tennessee State University), Roosevelt Stadium (present-day Memorial Stadium), and the Tri-Cities regional airport. All these facilities are still in use today. By the 1960's, a shift in the use of the warehouses occurred. Clyce Distributing Company (133 Commerce Street) and Boggs Distributing Company (113 Commerce Street) overtook two of the warehouses as beer distributorships. Beer distributors thus held just as many warehouses as any other industry. Despite the versatile use of the warehouses, a portion of them has always remained tied to the agricultural industry. For instance, B&B Produce Company continues to operate out of 139 Commerce Street and has been conducting business there since the 1940's."<sup>224</sup>

## Appendix D.

### “Who’s Building That?”

Old warehouse fronting King Commons park converting to apartments, commercial space,”

by Jeff Keeling, 6 October 2022

“Johnson City, Tenn. (WJHL) — They’ve come to the end of the line at a former row of warehouses in downtown Johnson City, and a 7,000-square foot building is converting to four apartments and a main floor commercial space.

The project by Triple G Ventures could be done around the beginning of 2023. Grant Summers is a partner in the group and said the approximately \$385,000 renovation is the final phase in a revitalization that’s transformed the connected buildings that face King Commons Park in the front and overlook the Norfolk Southern Railroad in the back.

‘That whole street at one time was kind of a distributor/warehousing street,’ Summers said, adding that the ‘back side’ of the buildings opens onto a concrete platform that once served to help load and unload goods off the railway.

Within the past few years, Summers and his partners have transformed a larger space once known as the Swift Building. A restaurant and salon are among the commercial businesses on the ground floor, while 12 high-ceilinged apartments with polished concrete floors are on the upper floors.

Nancy Fischman bought another section of the row and opened an art gallery and bakery earlier this year.

‘One of the apartments is going to have a great view overlooking King Commons,’ Summers said.

That will be a two-bedroom of about 1,000 square feet. The other apartments will be one-bedrooms of 600-800 square feet with expected rents between \$1,250 and \$1,950.

Triple G does not yet have a tenant or tenants for the first floor.

‘We’re just getting it to a shell space, replacing the storefronts on both the Commerce Street side and the platform side.’

Summers said the combined row of buildings that total more than 60,000 square feet have even more potential should public redevelopment along the back side occur. The Johnson City Development Authority has allocated funding in the past for a potential walkway from West Market Street toward Roan.

Cleaning up the facades on that side and creating a public walkway to give the buildings viable ‘storefronts’ on both sides is ‘absolutely critical,’ Summers said.

‘Not just for the functionality of those buildings but just the view from Buffalo Street,’ he said. ‘That’s a main entrance into downtown. We’re hoping the project will come back around. We’re investing in these buildings, (Fischman) is investing in hers.’

Where: 113 Commerce Street, Johnson City. East end of a row of former warehouses facing King Commons Park.

Who: Triple G Ventures. Triple G partner Greg Cox originally paid \$65,000 for the building in 2014 before deeding the building to the development company in 2019.

When: Building permit obtained July 2022. Apartments expected to be ready for occupancy in early 2023. Commercial space will be available then and finished out to suit tenant.

Your Tax Benefit: About \$12,000 in annual property tax revenue based on estimated built out value of \$800,000. Sales taxes from commercial tenant.”<sup>225</sup> See Figure 136, which accompanied this article.

## Endnotes

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<sup>1</sup> “Southern Railroad Station,” Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/6689>.

<sup>2</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 2, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261891](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891). For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

<sup>3</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 2, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261897](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897). For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

<sup>4</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 3, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261903](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903). For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

<sup>5</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, images 5 and 16, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261908](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908). For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

<sup>6</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, images 5 and 16, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261913](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913). For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

<sup>7</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, images 18 and 19, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

<sup>8</sup> “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/maps/jcfire1927.pdf>.

<sup>9</sup> “An aerial view of Johnson City, Tennessee,” 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 88, ID# 15551, Available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2>.

<sup>10</sup> “An aerial view of Johnson City, Tennessee,” 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 86, ID# 15549, Available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5108/rec/3>. Also at “Johnson City Aerial – 1940,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/maps/jcaerial1940.jpg>.

<sup>11</sup> “An aerial view of Johnson City, Tennessee,” 1 March 1947, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 135, ID# 15598, Available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/20>.

<sup>12</sup> “1958 Aerial Photo – Downtown,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/maps/jcaerial2a.pdf>.

<sup>13</sup> “Downtown Johnson City (Aerial View),” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19003>.

<sup>14</sup> “Downtown Aerial 1950s – John Sevier Hotel in left middle of photo,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos6/jcaearly60s1.jpg>.

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<sup>15</sup> “Aerial View, ‘Downtown Johnson City 1960s,’” City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/15673>. Also at “Aerial Photo – 1960,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos5/aerial1.jpg>.

<sup>16</sup> “Aerial View of the Business District,” Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/6348>, which included: “Aerial Photo by C.H. Ruth.” Also at: “Johnson City Tennessee Aerial View,” Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/2296>, postmarked 7 November 1966.

<sup>17</sup> “Downtown Johnson City – 2006,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos7/downtown06.jpg>.

<sup>18</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 5, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm\\_g3964jm\\_g083261913](http://hdl.loc.gov/loc.gmd/g3964jm_g3964jm_g083261913). For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

<sup>19</sup> Caption from: The Railroads of Johnson City, by Johnny Graybeal, 2007, page 28. Image from: <https://www.flickr.com/photos/archivesofappalachia/4459915991/in/photostream/>. Also available at: “T.A. Faw Store,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/20433>.

<sup>20</sup> History of Tennessee – From the Earliest Time to the Present; Together with an Historical and a Biographical Sketch of from Twenty-Five to Thirty Counties of East Tennessee, Besides a Valuable Fund of Notes, Original Observations, Reminiscences, Etc., Etc..., 1887 (Volume 2), Goodspeed Publishing Company, pages 902 – 903, available online at: <https://books.google.com/books?id=tCEH94v1HToC>. See also: “No Buildings Exist Today Linking the City with Its Stage-Road Days,” 10 November 2007, “Bob Cox’s Yesteryear, available online at: <https://bcyesteryear.com/no-buildings-exist-today-linking-the-city-with-its-stage-road-days/>, which included: “The dirt Stage Road [now Market Street] became a popular travel route of covered wagons, horsemen and even troupes and artillery that passed through the diminutive Johnson City, referred to then as ‘Brush Creek Flats...’ City founder, Henry Johnson, built a store on the old Stage Road... The next store, that of T.A. Faw, was on the artery at the railroad where the Southern Café (101 E. Market, later Byrd’s Restaurant) was located. Eventually, a newsstand [apparently a reference to the newsstand operated by J.R. Zimmerman, by 1928 to at least 1941] and an upstairs rooming hotel opened there [the “Get-A-Way Hotel” here by 1946 (perhaps by 1941) see Figure 49]. The Faw home and spring was situated at Market and Roan where the John Sevier Hotel would be built...” History of Johnson City and Its Environs, by Samuel C. Williams, 1940, page 18, available online at: <https://hdl.handle.net/2027/uva.x030227825>, which included: “A stage line was established from Nashville through Knoxville, Newport, Greeneville, Jonesboro, the later site of Johnson City, Elizabethton, Boone’s Gap and the site of Boone, N.C., to Salem (now Winston – Salem). The route through Johnson City was down what is now our West Market street. There were no regular stops here since there were only farms on the site of the present city. Coaches of the Concord type were used. This line continued in operation until the railroad was built.”

<sup>21</sup> Johnson City, by L. Thomas Roberts, 2019, page 8.

<sup>22</sup> Leslie Rowles Driver: The Fruitful Prince, by Russell Cherrington Driver, 2002, page 222.

<sup>23</sup> On 22 March 1884, the Johnson City Comet included: “C.K. Lide has removed his family from Jonesboro to Johnson City... To the Public. Johnson City, March 21, 1884 – we have bought a large stock of choice coffee, pure sugar and syrups, at surprisingly low prices. Come and see us before these articles advance. We mean business. All kinds of field and garden implements at rock-bottom prices. – Yours truly, Hunt & Lide.”

<sup>24</sup> Acts of the State of Tennessee, Passed by the Forty-Fifth General Assembly, 1887, pages 90 – 91, available online at: <https://books.google.com/books?id=YzIAAQAMA AJ>. See also The Railroads of Johnson City, by Johnny Graybeal, 2007, page 146, which includes a map of Johnson City that includes the “center of city”, Henry Hart’s brick building. This map was captioned: “This rare map dates from the period 1885 – 90. The building just above the words

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Public Square is the 1866 ET&V freight depot. The building to the left of it and under the R is the passenger depot. The ET&WNC depot is at the junction of the two roads, with the turntable just to the left of it. Note the often-mentioned, but never shown, center of the city, located across the tracks from the location of Henry Johnson's brick depot. Courtesy Mike Sagers Collection." "Henry Johnson's brick depot" was also known as the "Hoss House."

<sup>25</sup> On 10 February 1887, the Johnson City Comet included: "Messrs. J.W. Hunter & Bro. have purchased a lot 26 x 165 from G.A. Reeves on Church street, paying \$40. per front foot, and will erect a two-story brick store house upon it at once." On 17 February 1887, the Johnson City Comet included: "Messrs. J.W. Hunter & Bro., J.W. Crumley and J.C. Campbell have changed their arrangements and will build jointly three immense store rooms on Church street at once. The block will be 75 x 100 feet and will be finished with all the modern improvements, plate glass fronts, etc. It will be an elegant structure and would be creditable to a much larger city." On 21 April 1887, the Johnson City Comet included: "Johnson City is enjoying a building boom. Eight residences that will average over \$2,000 a piece are being built, and the foundation of J.W. Hunter & Bro.'s store room is being dug. Work will be commenced shortly on the store houses of J.C. Campbell and J.W. Crumley." On 1 September 1887, the Johnson City Comet included: "Messrs. Henderson & Pierce have just finished putting up the galvanized iron cornice on J.W. Hunter's new store house..." On 13 October 1887, the Johnson City Comet included: "New Buildings. – The Boom Still Increasing. – The Approaching Cold Season Has no Effect on Our Building Boom... G.A. Reeves will build on Main St. one door east of J.W. Hunter's..." On 24 April 1890, the Johnson City Comet included: Started with a Rush. A list of Factories, Hotels, Business and Dwelling Houses Completed and under Construction Since January 1<sup>st</sup>, 1890. – Nearly a Million Dollars Already Spent in building... J.W. Hunter, store House... [\$] 3,000..."

<sup>26</sup> On 24 February 1887, the Johnson City Comet included: "Mr. R.K. Collins has rented the store room lately occupied by S. Mothner, and will establish a buggy and carriage depot the first of March. He represents the Gainsboro Carriage Factory of Cincinnati, Ohio, and several other first-class houses. When he can't suit you in stock he will order what you want by telegraph. If you need anything in his line see him before purchasing." On 3 March 1887, the Johnson City Comet included: "Capt. R.K. Collins has opened a store in the Hale Block and has on hand several buggies and phaetons. Look out for ad. next week."

<sup>27</sup> On 16 July 1891, the Johnson City Comet included: "The firm of Campbell & Pouder has this day been dissolved by mutual agreement and all parties indebted to them will please come forward and settle at once by paying up or by note. This June 26<sup>th</sup>, 1891. J.C. Campbell, S.H. Pouder."

<sup>28</sup> "James David Weaver Family's Impressive City Building Construction," 28 September 2009, "Bob Cox's Yesteryear," available online at: <https://bcyesteryear.com/2009/09/>.

<sup>29</sup> On 4 January 1894, the Johnson City Comet included: "For Fresh Groceries – Of all kinds, produce, pork and beef, call at the 'Blue' Flag, No. 5, Evans Block, West Main street. Our goods were bought with gold and will be exchanged for gold, silver, or greenbacks. Dove & Co."

<sup>30</sup> Prior to occupying the "old" Faw Building at 208 East Market Street (which occurred between May 1897 and April 1903), this enterprise occupied the "new" Faw Building at 210/211/212 East Market Street, see Map 2A. On 20 September 1894, the Johnson City Comet. Included: "Thrice Welcome. J.L. Miller and family, of Red Cloud, Neb., arrived in the city yesterday. He expects to form a co-partnership with Will I. Hart in the harness business. – Staff. Johnson City cordially welcomes Mr. Miller and family and hopes many more of his kind will drop down among us. Mr. Miller will find in Will Hart a most agreeable partner, a splendid tanner and a capital business young man." On 18 October 1894, the Johnson City Comet included: "New Harness Shop. Will I. Hart, of this city, has formed a copartnership in the harness business with J.L. Miller and son, of Red Cloud, Nebraska, who have recently made themselves citizens of our town. This firm has established their place of business in the west room of the Faw block on Market street [apparently at 210 East Market Street, see Map 2A]. They run a tannery, in addition to the harness shop, and are consequently well equipped for their business. They also have a boot and shoe shop in the same room, where the public can be accommodated to first-class work. Will Hart's business qualifications are too well known to our people to need any mention of the same by us, and his partners, the Messrs. Miller, besides being genial and clever gentlemen, come well recommended and know what they are about. It will pay you to call and examine their stock..." "New Harness Shop. Will I. Hart & Co. sell hand made harness, collars, bridles, etc. Give them a call. West room of the Faw block [210 – 212 West Market Street]."

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<sup>31</sup> “Idol Inn Cafe,” Johnson’s Depot, posted 25 July 2012, available online at: <https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/268453903268408/?type=3>. Note, the Joseph P. Summers Building was constructed in 1914.

<sup>32</sup> “Johnson’s Depot,” available online at: [http://www.stateoffranklin.net/johnsons/southern/southern\\_demise.pdf](http://www.stateoffranklin.net/johnsons/southern/southern_demise.pdf).

<sup>33</sup> The Buccaneer, 1959, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/42>.

<sup>34</sup> Caption from: The Buccaneer, 1965, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/48>. Image from: “Byrd’s Restaurant”, Johnson’s Depot, posted 22 July 2012, available online at: <https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/267217406725391/?type=3>. Also at: “Johnson’s Depot,” available online at: <http://stateoffranklin.net/johnsons/images/photos/photos6/byrds1.jpg>.

<sup>35</sup> The Buccaneer, 1967, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/52>. Also at: “Johnson’s Depot,” available online at: <http://stateoffranklin.net/johnsons/images/photos/photos6/byrds3b.jpg>.

<sup>36</sup> “Announcement – We take this method of announcing to our many friends and patrons that we have moved into our new building at the junction of Market street and the Southern railway. We are better equipped to serve you in a more modern and up-to-date manner than formerly. In fact Johnson City has never possessed such a place where an epicure’s appetite can be satisfied so thoroughly as we are prepared to serve him here. Besides our restaurant we have adjoining thereto a first class and well stocked fountain and cigar stand. Our location, our service and our stock make us the leaders of Johnson City in the restaurant business. Call and see us. Idol Inn Cafe. Chas. H. Idol and Gabriel Molteni, Proprietors.”

<sup>37</sup> Old Hickory, 1921, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/3>.

<sup>38</sup> Third Annual Report, Department of Labor, State of Tennessee, 25 February 1926, page 68, available online at: <https://hdl.handle.net/2027/umn.31951d03021441k>. The 1923 edition of this report is available online, but only contains a summary of the data at the county level. The author did not find a copy of the 1924 edition of this report online.

<sup>39</sup> “Ted’s Johnson City Time Warp,” posted 22 January 2025, available online at: <https://www.facebook.com/photo/?fbid=1124758099193321&set=a.110335527302255>.

<sup>40</sup> “Ted’s Johnson City Time Warp,” posted 24 December 2023, available online at: <https://www.facebook.com/photo/?fbid=1296015771345970&set=a.954154172198800>. “December 1967 – Season’s Greetings and A Very Merry Christmas from Byrd’s Restaurant at 101 E. Market Street. You can find several photos of Bryd’s Restaurant from the inside and outside on this page by using the search option. Source: Retrieved and formatted from microfilm of the Johnson City Press dated December 24<sup>th</sup>, 1967.”

<sup>41</sup> The Buccaneer, 1967, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/52>.

<sup>42</sup> The Buccaneer, 1962, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/45>.

<sup>43</sup> The Buccaneer, 1964, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/47>.

<sup>44</sup> The Buccaneer, 1965, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/48>.

<sup>45</sup> The Buccaneer, 1964, Archives of Appalachia, East Tennessee State University, available online at:

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<https://dc.etsu.edu/yearbooks/47>.

<sup>46</sup> The Buccaneer, 1960, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/43>.

<sup>47</sup> The Buccaneer, 1963, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/46>. Also available at: “Johnson’s Depot,” available online at: <http://stateoffranklin.net/johnsons/images/photos/photos6/byrds2.jpg>.

<sup>48</sup> The Buccaneer, 1966, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/53>.

<sup>49</sup> Johnson City Press, 24 December 1972, available online at: <https://www.newspapers.com/newspage/590023089/>.

<sup>50</sup> Old Hickory, 1919, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/1>.

<sup>51</sup> Old Hickory, 1920, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/2>.

<sup>52</sup> Old Hickory, 1928, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/9>.

<sup>53</sup> Old Hickory, 1928, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/9>. The Chalk Line, June 1930, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/19>.

<sup>54</sup> “Former Downtown Vendor Shares Story of 1930s City Life,” 30 October 2006, “Bob Cox’s Yesteryear,” available online at: <https://bcyesteryear.com/former-downtown-vendor-shares-story-of-1930s-city-life/>.

<sup>55</sup> The Buccaneer, 1941, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/24>.

<sup>56</sup> “Ted’s Johnson City Time Warp,” 8 October 2022, available online at: <https://www.facebook.com/photo/?fbid=978285049785712&set=a.954154172198800>, included: “Zimmerman’s News Stand at 404 S. Roan Street in downtown Johnson City, the address was 210 Railroad in 1967 adjacent to the Southern RR Station close to Bryd’s Restaurant.” Johnson City Press, 8 October 1968.

<sup>57</sup> “Ted’s Johnson City Time Warp,” posted 14 February 2022, available online at: <https://www.facebook.com/photo?fbid=465223768480094&set=a.110335527302255>.

<sup>58</sup> “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos5/yellowcab.jpg>. Also at “Downtown Johnson City, Market Street, Early 1960s,” City of Johnson City, 1890 – 1980, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/15840>.

<sup>59</sup> “Downtown Johnson City, Market Street, Early 1960s,” City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/15845>. Also at “Downtown Johnson City, Market Street, Early 1960s,” City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/15845>.

<sup>60</sup> “Ted’s Johnson City Time Warp,” posted 24 March 2023, available online at: <https://www.facebook.com/photo?fbid=1111434929804056&set=a.954154172198800>. March 1946 – “Announcing The Opening Of The New Yellow Cab Terminal,” Johnson City Press, 24 March 1946.

<sup>61</sup> “Ted’s Johnson City Time Warp,” posted 24 March 2023, available online at:

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<https://www.facebook.com/photo?fbid=1111439933136889&set=a.954154172198800>.

“March 1946 – Congratulations Yellow Cab Company by J.E. Green General Contractor. Source: Retrieved and formatted from microfilm of the Johnson City Press dated March 24<sup>th</sup>, 1946.”

<sup>62</sup> Johnson City Press, 10 November 1970, available online at: <https://www.newspapers.com/newspage/590481641/>.

<sup>63</sup> “Record Group 3, Johnson City Law Court Files Gide, 1972 – 1973,” available online at: <https://wctnarchives.org/wp-content/uploads/2022/12/johnson-city-law-court-1972-1973-2574-3356.pdf>.

<sup>64</sup> “Ted’s Johnson City Time Warp,” 8 October 2022, available online at: <https://www.facebook.com/photo/?fbid=978285049785712&set=a.954154172198800>, included: “Zimmerman’s News Stand at 404 S. Roan Street in downtown Johnson City, the address was 210 Railroad in 1967 adjacent to the Southern RR Station close to Bryd’s Restaurant.” Johnson City Press, 8 October 1968.

<sup>65</sup> The Railroads of Johnson City, by Johnny Graybeal, 2007, page 173, which included: “Brush Creek has always been a feature in the layout of Johnson City. The SR built this culvert under the tracks and depot platform to carry the water and protect the depot. This photo was taken in 1917, and shows private homes occupying the land opposite the depot. ICC Valuation photo.”

<sup>66</sup> “Downtown Aerial 1950s – John Sevier Hotel in left middle of photo”, available online at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos6/jcaerearly60s1.jpg>.

<sup>67</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19091>.

<sup>68</sup> The Railroads of Johnson City, by Johnny Graybeal, 2007, page 173. Image at: “Johnson’s Depot,” available online at: [http://www.stateoffranklin.net/johnsons/southern/south\\_depot.jpg](http://www.stateoffranklin.net/johnsons/southern/south_depot.jpg).

<sup>69</sup> “Southern Railroad Station,” Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/6688>. Also at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/postcards/post2/southernjc.jpg>. Although dated 1912, the Southern Railway Passenger Depot did not open until 1913.

<sup>70</sup> “Southern Railroad Station,” Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/6689>.

<sup>71</sup> Southern Railway Depot, 200 North Railroad Avenue,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/182>.

Also at: “Johnson’s Depot,” available online at:

<http://www.stateoffranklin.net/johnsons/images/photos/photos3/southern.jpg>. Johnson City Press, available online at: [https://www.johnsoncitypress.com/living/features/today-in-johnson-city-history-july-1/article\\_b52ae7e0-788b-5f26-9a1b-9bbcf3d9bc51.html](https://www.johnsoncitypress.com/living/features/today-in-johnson-city-history-july-1/article_b52ae7e0-788b-5f26-9a1b-9bbcf3d9bc51.html). A colorized postcard of this image is at: “Southern Passenger Station,” Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/2565>, and “Southern Railroad Station,” Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/6690>. A similar view is available online at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/postcards/post4/lawsdepot.jpg>, which includes a green trolley car on South Roan Street, in the right background.

<sup>72</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19096>.

<sup>73</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19097>.

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<sup>74</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19090>.

<sup>75</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19094>.

<sup>76</sup> Available online at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/southern/harrison2.jpg>.

<sup>77</sup> Johnson’s Depot, available online at: [http://www.stateoffranklin.net/johnsons/southern/index\\_so.htm](http://www.stateoffranklin.net/johnsons/southern/index_so.htm).

<sup>78</sup> Johnson’s Depot, posted 25 November 2011, available online at: <https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/119664884813978/?type=3>.

<sup>79</sup> Johnson’s Depot, posted 21 July 2012, available online at: <https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/267109326736199/?type=3>. Similar at: “Ted’s Johnson City Time Warp,” posted 3 September 2024, available online at: <https://www.facebook.com/photo?fbid=1476932003254345&set=a.954154172198800>, included: “1969 – Photo looking south at the Southern Railroad Station in downtown Johnson City. The walkway ran from North Roan to West Market. Razed during the 70’s. There is interesting history during the late 50’s when a rumor got out that Elvis Presley was on board a train making a stop in Johnson City, when a group of teenagers gathered at the station hoping to get a glimpse of the rock star, he came out and signed autographs for them. Source of photo: The Johnson City Press.”

<sup>80</sup> Johnson’s Depot, posted 18 July 2012, available online at: <https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/266136036833528/?type=3>.

<sup>81</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19093>.

<sup>82</sup> “Southern Railway Depot,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/432>.

<sup>83</sup> “Material for John Sevier Hotel,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12009>. The three buildings on the left, which appear to be at 128, 126, and 124 East Market Street, were occupied by a “Whol. Tobacco,” “Auto Tops” and “Printing” (1<sup>st</sup> and second floor, respectively), and “Gro. & Meat,” respectively.

<sup>84</sup> “Ted’s Johnson City Time Warp,” posted 2 April 2022, available online at: <https://www.facebook.com/photo?fbid=494179475584523&set=a.110335527302255>.

<sup>85</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19095>.

<sup>86</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19098>.

<sup>87</sup> “Ted’s Johnson City Time Warp,” posted 19 December 2022, available online at: <https://www.facebook.com/photo?fbid=1040508313563385&set=a.954154172198800>.

<sup>88</sup> “Ted’s Johnson City Time Warp,” posted 19 December 2022, available online at: <https://www.facebook.com/photo?fbid=1040508313563385&set=a.954154172198800>.

<sup>89</sup> “Southern Depot Joins City’s Passing Scene,” by Dorothy Hamill, *Johnson City Press-Chronicle*, 18 July 1973, available online at: “Johnson’s Depot,” available online at: [http://www.stateoffranklin.net/johnsons/southern/southern\\_demise.pdf](http://www.stateoffranklin.net/johnsons/southern/southern_demise.pdf).

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- <sup>90</sup> “Southern Depot Joins City’s Passing Scene,” by Dorothy Hamill, Johnson City Press-Chronicle, 18 July 1973, available online at: “Johnson’s Depot,” available online at: [http://www.stateoffranklin.net/johnsons/southern/southern\\_demise.pdf](http://www.stateoffranklin.net/johnsons/southern/southern_demise.pdf).
- <sup>91</sup> “Southern Depot Joins City’s Passing Scene,” by Dorothy Hamill, Johnson City Press-Chronicle, 18 July 1973, available online at: “Johnson’s Depot,” available online at: [http://www.stateoffranklin.net/johnsons/southern/southern\\_demise.pdf](http://www.stateoffranklin.net/johnsons/southern/southern_demise.pdf).
- <sup>92</sup> “Southern Depot Joins City’s Passing Scene,” by Dorothy Hamill, Johnson City Press-Chronicle, 18 July 1973, available online at: “Johnson’s Depot,” available online at: [http://www.stateoffranklin.net/johnsons/southern/southern\\_demise.pdf](http://www.stateoffranklin.net/johnsons/southern/southern_demise.pdf).
- <sup>93</sup> The Railroads of Johnson City, by Johnny Graybeal, 2007, page 173.
- <sup>94</sup> The American Contractor, 1 March 1913 (Volume XXXIV, No. 9), page 52, available online at: [https://www.google.com/books/edition/The\\_American\\_Contractor/52IYAAAAAYAAJ](https://www.google.com/books/edition/The_American_Contractor/52IYAAAAAYAAJ).
- <sup>95</sup> “Southern Railway System – Depots,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12047>.
- <sup>96</sup> “Southern Depot Joins City’s Passing Scene,” by Dorothy Hamill, Johnson City Press-Chronicle, 18 July 1973, available online at: “Johnson’s Depot,” available online at: [http://www.stateoffranklin.net/johnsons/southern/southern\\_demise.pdf](http://www.stateoffranklin.net/johnsons/southern/southern_demise.pdf).
- <sup>97</sup> “Southern Depot Joins City’s Passing Scene,” by Dorothy Hamill, Johnson City Press-Chronicle, 18 July 1973, available online at: “Johnson’s Depot,” available online at: [http://www.stateoffranklin.net/johnsons/southern/southern\\_demise.pdf](http://www.stateoffranklin.net/johnsons/southern/southern_demise.pdf).
- <sup>98</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 10, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920).
- <sup>99</sup> Little Chicago – Johnson City, TN during Prohibition,” 27 February 2016, available online at: <https://www.facebook.com/LittleChicagoJC.TN/photos/pb.100067645382163.-2207520000/1704753269783457/?type=3>. Another photograph of “Free Service Tire Company” service station “No. 2” is available online at: “Ted’s Johnson City Time Warp,” 24 June 2020, available online at: <https://www.facebook.com/photo/?fbid=982449706757495&set=a.110335527302255>, which included: “Ad for Free Service No. 2 at 106-108 Roan across from the old Science Hill High School. The building to the left behind Free Service is the Southern Railway Station and you can see it extending out to the right of the photo to Roan. You can also see the tall Giant Food Market Sign rising up above Free Service right on the mid-top of Free Service (previously was Little Stores and presently Johnson City in King Commons Park.” Johnson City Press, 24 June 1970.
- <sup>100</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 10, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920).
- <sup>101</sup> “Ted’s Johnson City Time Warp,” posted 9 July 2021, available online at: <https://www.facebook.com/photo?fbid=329208672081605&set=a.110335527302255>, which included: “July 1946 – Ad for Melody Lane at 100 South Roan Street. This was located across Roan from the old Science Hill High School. You can see the Southern RR Station in the upper right of the photo. Source: Retrieved and formatted from microfilm of the Johnson City Press dated July 7<sup>th</sup>, 1946.” For more photographs of the Free Service Tire Company service station see “Johnson City Aerial – 1940 (2<sup>nd</sup> View),” available online at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/maps/jcaerial1940a.jpg>, “Ted’s Johnson City Time Warp,” posted 24 June 2020, available online at: <https://www.facebook.com/photo?fbid=982449706757495&set=a.110335527302255>, and “Ted’s Johnson City Time Warp,” posted 2 April 2022, available online at: <https://www.facebook.com/photo?fbid=494179475584523&set=a.110335527302255>.

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<sup>102</sup> Image from The Buccaneer, 1960, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/43>. Caption from “1958 Aerial Photo – Downtown,” available online at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/maps/jcaerial2a.pdf>.

<sup>103</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 10, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920).

<sup>104</sup> “Liberty Bell Train,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/20479>.

<sup>105</sup> Perhaps relevant to this building, on 15 September 1881, Jonesborough Herald and Tribune included: “Mr. W.G. Archer, of the firm Archer & Harris, Johnson City, paid us a call last Tuesday. These gentlemen, from our own observation are doing the largest business of any firm at Johnson City, and the reason they have such a large trade is because they keep the best selected, and cheapest stock of goods in that place. We can with pleasure, advise our friends to patronize them, and we feel assured that they can realize more for their money by trading with them than any firm in Washington County. They also pay the very highest market price for all kinds of good produce. We earnestly hope that those of our subscribers wishing to encourage two deserving young men, and also wishing the cheapest and best goods, to patronize Archer & Harris, Johnson City, East Tenn.” On 4 May 1899, the Johnson City Comet included: “Mrs. Joseph Archer died at the home of her husband, ‘Uncle Joe’ Archer, on West Market street...”

<sup>106</sup> On 12 October 1893, the Johnson City Comet included: “Mrs. Caroline Hale, wife of S.H. Hale, died at her home in this city Tuesday afternoon after a long illness of consumption. The burial occurred yesterday in the old cemetery.” And “Mrs. Salts, an old lady living in the rear of the Smith Hale property died Tuesday afternoon after a long illness. Interment in in old cemetery yesterday.”

<sup>107</sup> “E. TN Saloon Owners,” available online at: <https://tenneguay.tripod.com/id62.html>, includes the following with respect to saloon owners in Johnson City: Robert Beasley – 1891, Templeton & Carson – 1891, J.M. Smith – 1891, W.O. Phillips – 1891, Phillips & Waters, Big Spring Saloon, C.K. Rowan – 1891, Hugh O’Boyle – 1891, J.C. & J.B. Bacon – 1891. On 1 January 1903, the Johnson City Comet included that “Geo. W. Holmes was duly adjudicated bankrupt...” On 23 April 1903, the Johnson City Comet included: “T.A. O’Donnell, Dealer in Wines, Liquors, Cigars and Tobacco. Spring Street, (Old P.O. Building)...”

<sup>108</sup> “Hotel Blevins. – Meals served at all hours between 5:30 a.m. and 8 p.m. Rates reasonable. Special rates to regular boarders. Also fresh pies, bread and caked for sale. Mrs. J.S. Blevins, Proprietress. Cor. Market and R.R. Sts.”

<sup>109</sup> On 3 May 1884, the Johnson City Comet included: “Mr. Azariah Peoples is a candidate for Trustee of Washington county. He is a good citizen, and an honest man, and would serve the people well.”

<sup>110</sup> On 21 November 1895, the Johnson City Comet included: “Three C’s Delay. The wreck of the Three C’s last Monday afternoon was by no means as serious as was at first thought. The cow got wrecked and the engine ditched, but the latter suffered no material damage. The boys of Johnson City suffered most in pulling to and from the Three C’s depot the hose cart, which was to be the means of pumping water into the boiler of an extra engine which Brewer McKeehan took to the scene of the supposed wreck, somewhere between Erwin and Unicoi. He reached the place in due time and there found Captain Joe Wade, Engineer Hamilton and Fireman Barnes wrestling with their ditched engine. After a brief consultation and a few preliminary movements, Brewer’s engine was hitched to the other, and in the twinkling of an eye Brewer had landed upon the rails the ditched engine, Capt. Wade, Engineer Hamilton, Fireman Barnes and all. To sum the whole thing up, it was simply a delay of the train. No one was hurt and no damage done, except to the cow. The cow has yielded up the ghost, and the train runs on as usual. That’s all there is about the wreck.”

<sup>111</sup> Available online at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos2/harproduce.jpg>. Perhaps related, on 24 March 1910, the Johnson City Comet included: “W.D. Harmon, the poultryman, of Rogersville, is in the city and is stopping at the Arlington.” This photograph is also at: “W.D. Harmon Wholesale,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11989>. Also available online at: <https://www.worthpoint.com/worthopedia/1909-rppc-harmon-turkeys-johnson-city-tn-postcard>.

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which included: “very rare RPPC 1909 of a bunch of turkeys rounded up in front of a gathering of men in front of W.D. Harmon wholesale in Johnson City, Tennessee. Note the large number of turkeys and the men in period clothes (unusual for postcard pics of this time are the four black men in the picture). This rare and unusual card is in great condition. It is postally used, bears a green one-cent stamp and is postmarked December 9, 1909.”

<sup>112</sup> On 1 May 1902, the Johnson City Comet included: “Geo. W. Campbell – Expert Sanitary Plumber and Steam Fitter... Martin Building, adjoining the Fishback & Weiger Hall.” This and similar advertisements ran until at least 25 September 1902.

<sup>113</sup> On 4 September 1902, the Johnson City Comet, included: “J.B. Worley has purchased an interest in the firm of Harmon & Mercer, wholesale grocers. Mr. Mercer retires. Mr. Worley is an experienced grocer and has been with M.I. Gump since retiring from the retail business.” On 8 January 1903, the Johnson City Comet, included: “W.B. Naff has purchased an interest in the wholesale grocery business of Harmon & Worley and will move to Johnson City.”

<sup>114</sup> On 26 November 1903, the Johnson City Comet included: “Dissolution Notice. The co-partnership heretofore existing under the firm name of Gallaway – Henderson Co., wholesale flour, grain and feed, Johnson City, Tenn., by mutual consent was dissolved on November 16, 1903, T.J. Galloway having sold his entire interest and good will to A.P. Henderson & Son, who will continue at the old stand, 205 Spring street. A.P. Henderson & Son take the accounts and assume all liabilities. A.P. Henderson, E.S. Henderson, T.J. Galloway. Johnson City, Nov. 20, 1903.”

<sup>115</sup> New York Produce Review and American Creamery, 1 February 1905 (Volume 19), page 562, available online at: [https://www.google.com/books/edition/The\\_American\\_Produce\\_Review/V5PoTtXZKiMC](https://www.google.com/books/edition/The_American_Produce_Review/V5PoTtXZKiMC).

<sup>116</sup> New Hardware Firm – W.J. Barton having sold his interest in the firm of Summers, Barton & Parrott, has associated himself with Chas. Nuchols and they will continue the Hardware Business at the stand formerly occupied by the Lee & Nuchols Hardware Company and will also occupy a new warehouse, 25 x 110, on the Southern Railroad now being built by Mr. Barton. Mr. Barton retained the agencies for the Genuine Oliver Chilled Plows and Repairs and the Studebaker Wagons and Buggies, and has already received a complete line for the Spring trade in addition to the large stock which he took over from the Summers, Barton & Parrott stock. They start off well equipped for trade and are adding to the stock and will have one of the most complete and comprehensive lines of Hardware, Vehicles, Mill Supplies and Stoves in this section. They invite their friends to call and examine the stock and prices before making purchases in their line. The Barton – Nuchols Hardware Co. Telephone No. 6 – Main Street – Yellow Front”.

<sup>117</sup> The Hardware Reporter, 9 August 1912 (Volume LVIII, No. 6), page 67, available online at: <https://books.google.com/books?id=Tps7AQAAMAAJ>.

<sup>118</sup> “Aerial View, ‘Downtown Johnson City 1960s’,” City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/15673>. Also at “Aerial Photo – 1960,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos5/aerial1.jpg>.

<sup>119</sup> “Aerial View of the Business District,” Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/6348>, which included: “Aerial Photo by C.H. Ruth.” Also at: “Johnson City Tennessee Aerial View,” Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/2296>, postmarked 7 November 1966.

<sup>120</sup> “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos7/downtown06.jpg>.

<sup>121</sup> Image from: “Farmers Exchange Building,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11677>. Title from: “Farmers Exchange, 115 East Market Street, corner of Commerce Street,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/196>. Note, the Farmers Exchange building was on West Market, not East Market.

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<sup>122</sup> “Silver Moon Restaurant,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11684>. Also at: “Fountain Square looking west, Railroad Avenue, Silver Moon Restaurant, Market Square Pressing Club,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/155>.

“Johnson’s Depot,” available online at:

<http://www.stateoffranklin.net/johnsons/images/photos/photos4/marketfountainsq.jpg>. The Clifford Maxwell photograph was used in this figure because it better shows Mike Dyer Building, on the left side of the photograph. Another photograph of the “Farmers Exchange” is available at: “Farmers Exchange, 115 East Market Street, corner of Commerce Street,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/196>. “Farmers Exchange Building,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/11677>. On 10 August 1918, the Johnson City Comet included: “One of the most destructive fires of recent years occurred in the downtown district last Monday morning [5 August 1918] when the large wholesale stock of groceries and building were completely destroyed. The origin of the fire is yet unknown. The stock of goods amounting to over \$100,000 was covered by insurance, and the greatest loss to Lockett Bros. will be from loss of business, and having to replace the stock at greatly increased prices. This enterprising firm have opened up for business in the building on West Market street, recently occupied by C.G. Hannah, and until a new stock can be laid in all orders are being filled by their Bristol house. The building was owned by Mr. W.G. Mathes and Mrs. John P.O. Smith, and was only partly covered by insurance.” See also “109 W. Market Street Once Site of Three Hotels, Two Hospitals, Other Businesses,” Bob Cox’s Yesteryear, 26 January 2015, available online at: <https://bcyesteryear.com/2015/01/>. In reference to the construction of the Farmers Exchange Building, it is not depicted on the Sanborn Fire insurance Company map of this area for July 1913 (see Map 5G); however, on 10 September 1914, the Johnson City Comet included an advertisement that read: “Best Fancy Seed Wheat, Seed Rye and Seed Oats Recleaned – can be bought of us at reasonable prices, if bought early. Market advancing on account of war. Only the best sold by us. Farmers Exchange. Market St., Johnson City, Tenn.”

<sup>123</sup> “Advertisements,” “London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16504>.

<sup>124</sup> “Downtown Johnson City, Corner of Commerce and Market, Early 1960s,” City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/15842>.

<sup>125</sup> “Employees in front of store wearing Pee Gee Paint overalls and caps. Back Row, Second from Left: Bill Dyer, (William Mills Dyer, Sr.) second from Right, Mr. Couch, Right, Charlie Good. Front Row Second from Left Bob London (Robert Patterson London, Jr.),” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16529>.

<sup>126</sup> “Ted’s Johnson City Time Warp,” posted 16 October 2021, available online at: <https://www.facebook.com/photo/?fbid=392935905708881&set=a.110335527302255>.

<sup>127</sup> “Ted’s Johnson City Time Warp,” posted 14 September 2012, available online at: <https://www.facebook.com/photo/?fbid=372142391121566&set=a.110335527302255>, which included: “Circa September 1968 – Similar photo I previously posted with a closer up view of the Color Guard and band. I enlarged a portion of the photo of the band and am going to post it in the comments. Photo looking in a northwest direction from Main across Fountain Square toward Market. The building on the left was razed in 1969 and is presently a parking lot. Source of photo: Eddie LeSueur, Retrieved from the negative by Ted Bowers, Negative courtesy of Tony Morton and Ron Burns.”

<sup>128</sup> “Ted’s Johnson City Time Warp,” posted 11 September 2021, available online at: <https://www.facebook.com/photo/?fbid=370274754641663&set=a.110335527302255>. A related photograph is at: “Ted’s Johnson City Time Warp,” posted 11 September 2012, available online at: <https://www.facebook.com/photo/?fbid=820150639654070&set=a.110335527302255>.

<sup>129</sup> Available online at:

<https://www.flickr.com/photos/archivesofappalachia/4460432672/in/album-72157623680003012>,

also at: “Ted’s Johnson City Time Warp,” posted 1 July 2022, available online at:

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<https://www.facebook.com/tmb1963ted/photos/pb.100028126792298.-2207520000/552619826407154/?type=3>.

<sup>130</sup> “Johnson’s Depot,” available online at:

<http://www.stateoffranklin.net/johnsons/images/photos/photos5/mkftfnplace.jpg>. Also at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos5/yellowcab.jpg>; and “Market and Spring St.,” City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/15852>. However, note that this photograph was taken at the intersection of West Market Street and Southern Railway (not Spring Street).

<sup>131</sup> “Downtown Johnson City, Market Street, Early 1960s”, City of Johnson City Records, 1890-1980, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/15844>.

<sup>132</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19095>.

<sup>133</sup> Many of the available Google Maps photographs of this building are distorted. Consequently, the author has chosen not to include them. However, anyone interested in modeling this structure would be well-advised to review the available distorted images. Some additional contemporary images are available at: <https://rothearchitecture.com/tag-portfolio/contemporary/>.

<sup>134</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>.

<sup>135</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>, which included: “106 West Market Street (398), historically London Hardware. Two-part commercial. 1920 [apparently built in the later part of 1913 or 1914]. Brick, 3 stories, asphalt parapet roof, irregular plan (L-shaped with railroad platform), 1<sup>st</sup> story fixed display with transom windows, 2<sup>nd</sup> – 3<sup>rd</sup> story 1:1 windows, brick pilasters, brick corbelling to storefront cornice, brick corbelling between 2<sup>nd</sup> and 3<sup>rd</sup> stories, decorative brick paneling, (c)”

<sup>136</sup> “Cox, Painter, and Adams Family Papers,” AppMs-0763, available online at: [https://archives.etsu.edu/repositories/2/archival\\_objects/27478](https://archives.etsu.edu/repositories/2/archival_objects/27478).

<sup>137</sup> “The Farmers Exchange: Reader’s Letter Gives Columnist a Mystery to Solve,” 14 November 2005, “Bob Cox’s Yesteryear,” available online at: <https://bcyesteryear.com/the-farmers-exchange-readers-letter-gives-columnist-a-mystery-to-solve/>.

<sup>138</sup> “The Farmers Exchange: Reader’s Letter Gives Columnist a Mystery to Solve,” 14 November 2005, “Bob Cox’s Yesteryear,” available online at: <https://bcyesteryear.com/the-farmers-exchange-readers-letter-gives-columnist-a-mystery-to-solve/>.

<sup>139</sup> Johnson City Daily Staff, 8 November 1922, available online at: <https://johnsoncitypress.com/news/160768/today-in-johnson-city-history-nov-8/>.

<sup>140</sup> “London’s Hardware Company Photographs and Advertisements,” AppMs-0691, available online at: [https://archives.etsu.edu/agents/corporate\\_entities/105](https://archives.etsu.edu/agents/corporate_entities/105).

<sup>141</sup> Image from: “View towards right side of store,” “circa 1925 – 1935,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16508>. Citation from: Hardware Retailer, February 1926 (Volume 30, No. 2), pages 80, 81, 90, available online at: [https://www.google.com/books/edition/Hardware\\_Retailer/qz0qtrR2fAwC](https://www.google.com/books/edition/Hardware_Retailer/qz0qtrR2fAwC). Note, this magazine article used the same photograph as the one mentioned above, but with tighter cropping.

<sup>142</sup> Hardware Retailer, February 1926 (Volume 30, No. 2), pages 80, 81, 90, available online at: [https://www.google.com/books/edition/Hardware\\_Retailer/qz0qtrR2fAwC](https://www.google.com/books/edition/Hardware_Retailer/qz0qtrR2fAwC).

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<sup>143</sup> “View towards back of store,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16507>. Note: this image is plainly looking toward the left side of the store, not “towards back of store.”

<sup>144</sup> “Paint department featuring Pee Gee paints,” London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16506>.

<sup>145</sup> Hardware Retailer, February 1926 (Volume 30, No. 2), pages 80, 81, 90, available online at: [https://www.google.com/books/edition/Hardware\\_Retailer/qz0qtrR2fAwC](https://www.google.com/books/edition/Hardware_Retailer/qz0qtrR2fAwC).

<sup>146</sup> “Advertisements,” “London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16504>.

<sup>147</sup> “Advertisements,” “London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16504>.

<sup>148</sup> “Advertisements,” “London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16504>.

<sup>149</sup> “Advertisements,” “London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16504>.

<sup>150</sup> “Advertisements,” “London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16504>.

<sup>151</sup> “Advertisements,” “London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16504>.

<sup>152</sup> “Advertisements,” “London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16504>.

<sup>153</sup> “Advertisements,” “London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16504>.

<sup>154</sup> “Advertisements,” “London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16504>.

<sup>155</sup> From Google’s “Gemini A.I.”

<sup>156</sup> From Google’s “Gemini A.I.”

<sup>157</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>, which included: “100-2 West Market Street (405), historically Taylor Brothers Building, currently Albert’s. Two-part commercial. 1910. Brick, 3 stories, asphalt parapet roof, rectangular plan, 1st story fixed display windows, 2<sup>nd</sup> story 1:1 windows, 3<sup>rd</sup> story multi-paned hopper windows, wooden storefronts, belt course, rusticated pilasters, decorative brickwork with stone accents, brick corbelling cornice, (c)”

<sup>158</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>.

<sup>159</sup> “Folder 2: Correspondence, a hand-drawn street map of downtown Johnson City, and a door card from a hotel room,” Windsor Hotel Records, 1934 – 1956, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/5966>.

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<sup>160</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>.

<sup>161</sup> “Distributing Toy Ads Made for Lively Holiday Season,” 11 December 2006, “Bob Cox’s Yesteryear,” available online at: <https://bcyesteryear.com/distributing-toy-ads-made-for-lively-holiday-season/>.

<sup>162</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>.

<sup>163</sup> “An aerial view of Johnson City, Tennessee,” 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 86, ID# 15549, Available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll128/id/5108/rec/3>.

<sup>164</sup> Available online at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos6/jcaearly60s1.jpg>, “Downtown Aerial 1950s”

<sup>165</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19096>.

<sup>166</sup> “Painted Signs on Brick Buildings,” available online at: <https://wctnarchives.org/painted-signs-on-brick-buildings/#jp-carousel-2403>.

<sup>167</sup> “Advertisements,” “London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16504>.

<sup>168</sup> London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16527>.

<sup>169</sup> London’s Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16528>.

<sup>170</sup> “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space,” by Jeff Keeling, 6 October 2022, WJHL, available online at: <https://www.wjhl.com/news/local/whos-building-that/whos-building-that-old-warehouse-fronting-king-commons-park-converting-to-apartments-commercial-space/>.

<sup>171</sup> “Painted Signs on Brick Buildings,” available online at: <https://wctnarchives.org/painted-signs-on-brick-buildings/#jp-carousel-2410>.

<sup>172</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19091>. See also: “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19090>, and “Southern Railway Depot,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/432>, which includes portions of the Century Link Building, as well as the warehouse at 130 Railroad Street.

<sup>173</sup> Image from: *The Buccaneer*, 1960, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/43>. Caption from: “1958 Aerial Photo – Downtown,” available online at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/maps/jcaerial2a.pdf>.

<sup>174</sup> “Downtown Johnson City (Aerial View),” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19003>.

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<sup>175</sup> “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space,” by Jeff Keeling, 6 October 2022, WJHL, available online at: <https://www.wjhl.com/news/local/whos-building-that/whos-building-that-old-warehouse-fronting-king-commons-park-converting-to-apartments-commercial-space/>.

<sup>176</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>.

<sup>177</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>, which included: “145 Commerce Street (386), historically Moneyhun Wholesale Company and Tri-State Fruit Company, currently Dosser Transfer. One-part commercial warehouse. 1920. Brick, 1 story, asphalt flat roof, rectangular plan. Railroad side: windows and doors boarded, transom windows, brick pilasters, decorative brick paneling, railroad platform. Commerce Street side: 1:1 windows (some covered with boards), garage, brick pilasters, decorative brick paneling, (c)”

<sup>178</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>, which included: “145 Commerce Street (386), historically Moneyhun Wholesale Company and Tri-State Fruit Company, currently Dosser Transfer. One-part commercial warehouse. 1920. Brick, 1 story, asphalt flat roof, rectangular plan. Railroad side: windows and doors boarded, transom windows, brick pilasters, decorative brick paneling, railroad platform. Commerce Street side: 1:1 windows (some covered with boards), garage, brick pilasters, decorative brick paneling, (c)”

<sup>179</sup> Adapted from Ice and Refrigeration Blue Book and Buyers’ Guide, A Directory of the Ice Making, Cold Storage, Refrigerating and Auxiliary Trades, A Complete List of Ice Factories, Cold Stores, Packing Houses, Breweries, Dairies, Creameries, Meat Markets, Hotels, restaurants and All Establishments Using Mechanical Refrigeration in the United States and Canada, July 1928, page 1443, available online at: [https://www.google.com/books/edition/Ice\\_and\\_Refrigeration\\_Blue\\_Book/cPw1AQAAIAAJ](https://www.google.com/books/edition/Ice_and_Refrigeration_Blue_Book/cPw1AQAAIAAJ).

<sup>180</sup> Interstate Commerce Commission Reports, Volume 172 (January – March 1931), page 607, available online at: [https://www.google.com/books/edition/Interstate\\_Commerce\\_Commission\\_Reports/GTeY8dO8EFUC](https://www.google.com/books/edition/Interstate_Commerce_Commission_Reports/GTeY8dO8EFUC).

<sup>181</sup> Obituary of Albert Thomas Dosser, available online at: <https://www.morrisbaker.com/obituaries/albert-tom-dosser>.

<sup>182</sup> “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space,” by Jeff Keeling, 6 October 2022, WJHL, available online at: <https://www.wjhl.com/news/local/whos-building-that/whos-building-that-old-warehouse-fronting-king-commons-park-converting-to-apartments-commercial-space/>.

<sup>183</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>, which included: “139 Commerce Street (373), historically Lowry Fruit Company, currently B&B Produce Company. Two-part commercial warehouse. 1920 – 1930. Brick, 2 stories, asphalt parapet roof, rectangular plan. Railroad side: windows filled with brick, loading dock door, brick corbelling to cornice, railroad platform. Commerce Street side: 2<sup>nd</sup> story multi-paned hopper windows, garage entrance, 1940’s brick façade. (c)”

<sup>184</sup> 1919. Thomas’ Wholesale Grocery and Kindred Trades Register, 1919 (22<sup>nd</sup> Annual), page 352, available online at: [https://www.google.com/books/edition/Thomas\\_Wholesale\\_Grocery\\_and\\_Kindred\\_Tra/TxEAQAAMAAJ](https://www.google.com/books/edition/Thomas_Wholesale_Grocery_and_Kindred_Tra/TxEAQAAMAAJ).

<sup>185</sup> Ice and Refrigeration, February 1922 (Volume XLII, No. 2), page 188, available online at: [https://www.google.com/books/edition/Ice\\_and\\_Refrigeration/27xLAAAAYAAJ](https://www.google.com/books/edition/Ice_and_Refrigeration/27xLAAAAYAAJ).

<sup>186</sup> Adapted from Ice and Refrigeration Blue Book and Buyers’ Guide, A Directory of the Ice Making, Cold Storage, Refrigerating and Auxiliary Trades, A Complete List of Ice Factories, Cold Stores, Packing Houses, Breweries,

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Dairies, Creameries, Meat Markets, Hotels, restaurants and All Establishments Using Mechanical Refrigeration in the United States and Canada, July 1928, page 1443, available online at: [https://www.google.com/books/edition/Ice\\_and\\_Refrigeration\\_Blue\\_Book/cPw1AQAAIAAJ](https://www.google.com/books/edition/Ice_and_Refrigeration_Blue_Book/cPw1AQAAIAAJ).

<sup>187</sup> Interstate Commerce Commission Reports, Volume 172 (January – March 1931), page 607, available online at: [https://www.google.com/books/edition/Interstate\\_Commerce\\_Commission\\_Reports/GTeY8dO8EFUC](https://www.google.com/books/edition/Interstate_Commerce_Commission_Reports/GTeY8dO8EFUC).

<sup>188</sup> “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space,” by Jeff Keeling, 6 October 2022, WJHL, available online at: <https://www.wjhl.com/news/local/whos-building-that/whos-building-that-old-warehouse-fronting-king-commons-park-converting-to-apartments-commercial-space/>.

<sup>189</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>, which included: “139 Commerce Street (360), currently B&B Produce Company. Two-part commercial warehouse. 1945. Brick, 2 stories, asphalt flat roof, rectangular plan. Railroad side: hopper windows, metal awning, railroad platform. Commerce Street side: hopper windows, garage entrance, (c)”

<sup>190</sup> “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space,” by Jeff Keeling, 6 October 2022, WJHL, available online at: <https://www.wjhl.com/news/local/whos-building-that/whos-building-that-old-warehouse-fronting-king-commons-park-converting-to-apartments-commercial-space/>.

<sup>191</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>, which included: “139 Commerce Street (348), historically Security Feed & Seed Company and Lowry Fruit Company, currently B&B Produce Company. Two-part commercial warehouse. 1920 – 1930. Brick, 2 stories, asphalt parapet roof, rectangular plan. Railroad side: hopper windows, decorative brick paneling, metal awning, possible chimney, railroad platform. Commerce Street side: hopper windows, garage entrance, new brick on 1<sup>st</sup> story, (c)”

<sup>192</sup> “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space,” by Jeff Keeling, 6 October 2022, WJHL, available online at: <https://www.wjhl.com/news/local/whos-building-that/whos-building-that-old-warehouse-fronting-king-commons-park-converting-to-apartments-commercial-space/>.

<sup>193</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>.

<sup>194</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>, which included: “137 Commerce Street (343), historically Security Feed & Seed Company, currently Scott’s Heating and Air-Conditioning. One-part commercial warehouse. 1920. Brick painted red, 1 story, asphalt flat roof, rectangular plan. Railroad side: windows covered with boards, modern doors, railroad platform. Commerce Street side: fixed display modern windows, garage entrance, modern door, metal covering painted yellow, (c)”

<sup>195</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>, which included: “135 Commerce Street (335), historically Security Feed & Seed Company, currently Outer Limits Tumbling. One-part commercial warehouse. 1920. Brick painted red, 1 story, asphalt parapet roof, rectangular plan. Railroad side: storefront and windows filled with brick, railroad platform. Commerce Street side: fixed modern windows, garage entrance and storefront entrance, vinyl siding, (c)”

<sup>196</sup> “Security Feed and Seed Helped Turn Cox Yard into Jungle,” 16 August 2010, Bob Cox’s Yesteryear, available online at: <https://bcyesteryear.com/security-feed-and-seed-helped-turn-cox-yard-into-jungle/>.

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<sup>197</sup> “Security Feed and Seed Helped Turn Cox Yard into Jungle,” 16 August 2010, Bob Cox’s Yesteryear, available online at: <https://bcyesteryear.com/security-feed-and-seed-helped-turn-cox-yard-into-jungle/>.

<sup>198</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>, which included: “133 Commerce Street (330), historically Clyce Distributing Company, Southern Apartments, Armour & Company and United States Works Progress Administration. Two-part commercial warehouse. 1920. Brick, 2 stories, asphalt flat roof, rectangular plan. Railroad side: 1<sup>st</sup> story windows covered, transom windows, 2<sup>nd</sup> story 1:1 windows, brick pilasters, brick storefront corbelling, brick corbelling to cornice. Commerce Street side: covered transom windows, 2<sup>nd</sup> story 1:1 windows, garage entrance, brick pilasters, brick storefront corbelling, brick corbelling to cornice, (c)”

<sup>199</sup> Available online at: <https://sites.rootsweb.com/~siscoe/o%20b%20i%20t%20obit-73.html>.

<sup>200</sup> “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space,” by Jeff Keeling, 6 October 2022, WJHL, available online at: <https://www.wjhl.com/news/local/whos-building-that/whos-building-that-old-warehouse-fronting-king-commons-park-converting-to-apartments-commercial-space/>.

<sup>201</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>, which included: “113 Commerce Street (325), historically Boggs Distributing Company, Appalachian Beverage Company, and Swift & Company. One-part commercial warehouse. 1900. Brick, 1 story, asphalt parapet roof, rectangular plan. Railroad side: 12:9 windows, multi-paned transom windows. Commerce Street side: rear addition with shingled roof and vinyl siding, (c)”

<sup>202</sup> Bulletin of the National Association of Credit Men, January 1915, page 49, available online at: [https://www.google.com/books/edition/Credit\\_and\\_Financial\\_Management/trMmAQAIAAJ](https://www.google.com/books/edition/Credit_and_Financial_Management/trMmAQAIAAJ).

<sup>203</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 10, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920).

<sup>204</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 10, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920).

<sup>205</sup> Image from: The Buccaneer, 1960, Archives of Appalachia, East Tennessee State University, available online at: <https://dc.etsu.edu/yearbooks/43>. Caption from: “1958 Aerial Photo – Downtown,” available online at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/maps/jcaerial2a.pdf>.

<sup>206</sup> “Downtown Johnson City (Aerial View),” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19003>.

<sup>207</sup> Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1<sup>st</sup>, 1922 to December 31<sup>st</sup>, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/uc1.b3030569>.

<sup>208</sup> Third Annual Report, Department of Labor, State of Tennessee, 25 February 1926, page 68, available online at: <https://hdl.handle.net/2027/umn.31951d03021441k>. The 1923 edition of this report is available online, but only contains a summary of the data at the county level. The author did not find a copy of the 1924 edition of this report online.

<sup>209</sup> Fourth Annual Report, Department of Labor, State of Tennessee, 25 February 1927, page 73, available online at: <https://hdl.handle.net/2027/uc1.b2991541>.

<sup>210</sup> Telephony, 12 February 1927 (Volume 92, No. 7), page 41, available online at: <https://books.google.com/books?id=VMC-OfWGxLIC>.

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- <sup>211</sup> Sixth Annual Report, Department of Labor, State of Tennessee, 1 April 1929, pages 123 – 124, available online at: <https://hdl.handle.net/2027/uc1.b2991542>. The author did not find a copy of the 1927 edition of this report online.
- <sup>212</sup> Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: <https://hdl.handle.net/2027/uc1.b2991543>.
- <sup>213</sup> Eighth Annual Report, Department of Labor, State of Tennessee, 1930, pages 194 – 195, available online at: <https://hdl.handle.net/2027/uc1.b2991544>.
- <sup>214</sup> Available online at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos6/jcaearly60s1.jpg>, “Downtown Aerial 1950s”
- <sup>215</sup> “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19091>. See also: “Southern Railway Depot,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19090>, for which includes portions of the Century Link Building, as well as the warehouse at 130 Railroad Street.
- <sup>216</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, January 1891, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261891](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891).
- <sup>217</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, May 1897, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261897](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897).
- <sup>218</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, April 1903, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261903](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903).
- <sup>219</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, December 1908, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261908](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908).
- <sup>220</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, July 1913, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261913](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913).
- <sup>221</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, February 1920, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920).
- <sup>222</sup> Adapted from: “Sanborn Map Abbreviations,” available online at: [https://web.mit.edu/thecity/resources/abbreviations\\_for\\_sanborn\\_maps.pdf](https://web.mit.edu/thecity/resources/abbreviations_for_sanborn_maps.pdf).
- <sup>223</sup> Adapted from: “Sanborn Map Abbreviations,” available online at: [https://web.mit.edu/thecity/resources/abbreviations\\_for\\_sanborn\\_maps.pdf](https://web.mit.edu/thecity/resources/abbreviations_for_sanborn_maps.pdf).
- <sup>224</sup> “Johnson City Warehouse and Commerce Historic District,” 4 June 2003, National Register of Historic Places, available online at: <https://npgallery.nps.gov/GetAsset/93c84b97-998a-41e5-a0a6-36a03489ce51>.
- <sup>225</sup> “Who’s Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space,” by Jeff Keeling, 6 October 2022, WJHL, available online at: <https://www.wjhl.com/news/local/whos-building-that/whos-building-that-old-warehouse-fronting-king-commons-park-converting-to-apartments-commercial-space/>.